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# LOCOMOTIVE ENGINEERS JOURNAL

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Vol. 51

JANUARY, 1917

No. 1

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## Hail and Farewell

BY LORA KELLY

In mystic shallop of white and gold  
Over the sapphire seas,  
Comes Father Time from worlds untold—  
Skipper of centuries.  
No compass needs he in his hands  
To guide his course aright,  
Save for the glass of shifting sands  
That mark the Day and Night.

From out the rose and pearl of Dawn  
He brings an argonaut;  
And ere he, silent, passes on  
Takes 'way one that he brought  
Twelve moons ago to this same port;  
He bids him leave our shore—  
A voyager to History's court,  
In the Land of Evermore.

—Cleveland Plain Dealer, Dec. 26, 1915.

## The Old Year Out and the New Year In

BY EDITH V. ROSS

The celebration of New Year's day in New York has necessarily changed with the people who celebrate it. It was transplanted to New Amsterdam from Holland when a few houses clustered about the fort and every person in the village knew every other person. That was a fit community for making calls. When the people of New York had grown from hundreds to millions the custom broke down of its own weight.

How far back dates the custom of seeing the old year out and the new year in is not known. Certain it is that one night in New Amsterdam—December 31—Hendrick, the watch, after calling the hour

"Twelve o'clock and all's well!" turned to walk to the next corner to repeat the announcement, when he saw the house of Killian van Gansback in a blaze of illumination from fully a dozen wax candles. Hammering with the great iron knocker, the upper half of the door was opened, and he saw a number of Dutch girls in many petticoats and young men in many pairs of breeches raising pewter mugs to drink in Holland gin to St. Nicholas, the patron saint of the town, "May he grant us a prosperous year!"

"What means this invasion of the night when all good citizens should be sound asleep in bed?" he cried. "Disperse!"

The moment it was noticed that the intruder upon the festivities was the watch every light was blown out and there was a scattering of the revelers. Bolts were shot, and in a few minutes the rooms on the ground floor were locked and the great front door was barred.

At that time Katrina van Gansback was at a marriageable age, and her father had decided to wed her to old Dedrick Beekman, more than twice as old as she. Her mother was dead, and she had been brought up under the care of her aunt, Anneke Ten Eyck, a spinster of fifty. During the festivities on that eventful night the aunt drew Beekman into a side room for the purpose of arranging the settlement he was to make upon her niece and to appoint a day for the wedding.

Katrina was not only opposed to marrying old Beekman, but had a lover in young

Wouter Ten Broek, and the young couple were at their wits' end to find a way to defeat Anneke Ten Eyck's plan for marrying Katrina to Beekman. During the evening of the old-new year conviviality Katrina stood at the door listening to the arrangements that were being made to dispose of her. The moment the company were gone and the lights were put out she turned the key on her aunt and Beekman and led her father, who was feeble, up to his room and put him to bed.

A loud knocking came from below, but as the only persons in the house, except the couple locked in below, were Katrina and her father, and the latter was deaf as the stone steps in front of the house, their ability to get out depended solely on Katrina. When she had seen her father in bed and well covered, especially about the ears, she went out, closing the door behind her, and descended to the room where the prisoners were still hammering to be freed.

"Who's there?" asked the minx, pretending ignorance.

"Your Aunt Anneke. Let me out at once."

"Any one else?"

"Yes; Meinheer Beekman is in here with me."

"Oh, auntie, what a talk this will cause!"

"No scandal at all unless you blab."

"My keeping the secret will do no good. You and Meinheer Beekman must be married."

"Nonsense! There's no need of the matter getting out."

"I don't want to marry Meinheer Beekman, and I do want to marry Wouter Ten Broek."

There was no reply to this for some time. Evidently the parties within were consulting as to what it was best to do. Whether the woman refused to marry the man or the man refused to marry the woman was never known. At any rate, after a conference the aunt returned to the attack, or, rather, persuasion, telling her niece of the advantages she would enjoy as the wife of Meinheer Beekman, who was the largest dealer in pelts in New Amsterdam.

But Katrina was not to be persuaded,

and her aunt was at last obliged to consent to her terms. No written pledge was required, for Katrina needed only to tell the story to set the tongues of the town wagging about her aunt and Meinheer Beekman.

As soon as an agreement was reached, Katrina unlocked the door, and Meinheer Beekman, taking down the bars to the front door, stole away in the darkness. The next day the betrothal of Katrina and Wouter Ten Broek was announced.

Katrina kept the secret till after her aunt had been dead some years, then told it to her daughter, who was about to be married. The daughter handed it down, and it is preserved in the archives of the family to this very day.

However, the story does not prove that the Dutchmen of New Amsterdam were in the habit of seeing the old year out and the new year in, else the watch would not have broken up the party.

### The Little Black Cat

BY AGNES G. BROGAN

Wind and storm rattled at the window of Philip Duncombe's apartment while that young man settled back in his chair with a weary sigh. The few weeks' imprisonment an illness had imposed left him in an unenviable state of discontent. Magazines and books of alluring titles failed to amuse.

"Inane!" exclaimed Philip and tossed the last one to the floor. The telephone's imperative call came as a relief from his own gloomy meditation.

"Hello!" cried a hearty voice. "That you, Phil? What about the illustration called 'Home?' We're waiting for it, you know. Can't you rush the thing off? Just a young man and woman seated before an open fire, cat curled up in the foreground, or something like that. Get the idea? Of course we know you've been sick, but"—

"It has not been illness alone which kept me back," Philip replied. "Truth is I can't find a suitable girl's face for the picture."

Brown chuckled over the phone. "Temperament," he said derisively.

Philip went back ruminating to his chair beside the fire.

"What do I desire to make me happy?" he mused bitterly. "Money enough for all reasonable purposes, fame—more than I deserve—friends who tire me." He bent forward, gazing steadily into the glowing coals. Faintly from without came a tiny muffled cry, and as Philip stopped to listen the cry was repeated with louder persistency. Following the direction of the sound, Philip drew aside a curtain. There upon the outer sill huddled a small furry creature whose golden eyes begged piteously for shelter.

"By Jove!" cried Philip Duncombe and raised the window. With a mew of gratitude the little black cat sprang into the room. Philip looked quickly along the smooth side of the building and down the seven straight stories to the street. "By Jove!" he ejaculated again. The little cat vouchsafed no explanation. It was calmly engaged in grooming its wet fur in the grateful warmth of the fire. That delicate operation accomplished, the cat climbed confidently to the arm of Philip's chair.

"You queer little beggar!" Philip laughed under his breath and put forth his hand to pat the cat's head, but in quick defense a black paw was unsheathed to parry an expected blow.

The Japanese servant glided in curiously at the unexpected sound of Philip's laughter. His black eyes were round and beadlike. "The cat!" he exclaimed. "How does it come here?"

"Dropped from the clouds," Philip told him. "But we shall keep him to sketch. See that the cat does not escape, Tenno."

"I will watch," he said, and Philip, taken off guard at this moment, received a well-aimed scratch.

"That will do for you, Jack Johnson," he remarked. "You have proved your pugilistic ability." The longer Philip kept the cat the more he became attached to the plucky, comforting little creature. He sent the Japanese to purchase a collar for his pet.

"We can't risk losing him while we are sketching," he explained, so see that 'Suite 44, Lexon Apartments,' is engraved upon the plate."

"Wish your name also?" inquired Tenno. Philip shook his head. "You might," he added humorously, "have his own name

inscribed—Jack Johnson." And the very night that the collar was carefully adjusted the black cat disappeared. Protestingly Tenno declared his vigilance:

"I close all doors," he insisted. Philip was disgustedly destroying his latest sketch upon the following morning when the Japanese accosted him excitedly. "Lady will see you, sir," he whispered. "I tell her that you are engaged, but she says"—

"That I will detain you but a few moments," called a clear, girlish voice, and a young woman advanced into the room.

"I came," she announced, "about my cat. My maid tells me that you have been willfully harboring it. She has actually been obliged to fight for its ownership with your stupidly stubborn servant." The girl caught her breath wrathfully. "But—but last night was the limit of impertinence. Wasn't it enough to keep my cat locked here for days without inscribing your address upon her collar?"

"I assure you," Philip began humbly, "that I have made no effort to entice your pet. She dropped, as it were, from out of a clear sky. I found her one evening 'tapping, gently tapping, at my frosted windowpane.'"

The girl glanced toward the window contemptuously. "If you persist in treating the matter as a joke," she remarked with dignity; then her eyes widened in childish wonder.

"Look there!" she cried. Upon the outer sill, eight stories high above the street, clung a small furry ball. "Why—why, she must have crept out of our roof window," said the girl, "and on down that narrow ledge."

As before, Philip cautiously raised the sash, while the black cat made its way to the hearth rug, there to sit blinking wickedly back at them both. She came presently to nestle against Philip's shoulder, raising her paw to deal a playful blow.

"Oh," she breathed. "Oh! So it was you also who taught her that!"

The girl took the cat and moved toward the doorway. There she paused. "We will return the collar with its atrocious name," she said, and a mischievous smile flashed over her face.



Philip followed the graceful figure to the vestibule. "Jack Johnson seemed a fitting name to me," he replied. "Would you mind telling the real one?"

For a moment the girl hesitated, her hand upon the knob; then she looked back with dancing eyes. "The little cat's real name," she repeated deliberately, "is Lady Lillian."

Philip sat long before the fire that night in pleasant reverie, and during the days which followed he seemed possessed of a feverish spirit of unrest.

"Do you know," he asked of Tenno, "the name of the lady who owns our cat?" And Tenno shook his head.

"Not the name," he answered regretfully, "but the number of her apartment is 52. It is there that I dispute with the maid."

Then with an inspiration born of dull and lagging hours Philip drew toward him pen and paper. "To the Lady Lillian, suite 52," he scribbled; then wrote:

"My abject remorse impels me to further apology for detaining you from the presence of your mistress, but if she could for one moment appreciate the utter, desperate loneliness of a bachelor's convalescence she would, I am sure, not only pardon his late offense, but would still lend you to him occasionally to divert—and to sketch. There are times when one can be grateful for the affection of—even a small black cat."

Philip smiled whimsically as he boldly signed his name, and when the note had been dispatched he marveled at the eager impatience with which he awaited a reply. He anticipated Tenno in answering the bell next morning, and there, sure enough, in the corridor stood the girl with the cat in her arms.

"We did not know you had been ill," said the girl gently, "or that so popular an artist could be—lonely. We"—she hesitated in pretty diffidence—"we were rather rude the other day and are anxious to make amends. Lady Lillian shall come whenever you wish, and I will call to take her home. She is honored, I am sure, to be the subject of a sketch." And before Philip could stammer out his thanks the girl hurried down the hall. In an inexplicably happy mood he carried the black

cat into the house, while those tenderly sympathetic eyes seemed still shining into his own. And every morning thereafter Philip listened with painful intensity for the ringing of the bell, while the few words exchanged in the corridor, a memory of a sweet upraised face changed the routine of "existence" into a real joyous "living."

"You feel much better, sir, Mr. Duncombe?" the faithful servant asked.

"Better," he cried, "better! I am going to draw a great picture, Tenno. The name of the picture is 'Home.'" And as the face of the pictured woman grew into being it was very like that of the girl. A transformed Philip Duncombe sharpened his crayons in fresh enthusiasm, and then with cruel suddenness his dream was shattered.

"The husband of the lady who owns the black cat," Tenno informed him, "has also purchased a dog."

Philip stared dumbly. "The husband, you say, of the lady?" he repeated dazedly. Tenno nodded in confirmation.

"She passed me in the hall, and when I asked of the janitor who she was he replied:

"She is a little married woman living in suite 52, and that is her husband with her."

With fingers that trembled Philip replaced his pencils. "All right," he said brusquely. "Now run along." And when the Japanese had gone Philip took his finished sketch and tossed it in the fire. And the little black cat was refused further admittance.

"Mr. Duncombe's sketch is finished," Tenno told her surprised mistress. After a night and a day of unbearable length Philip decided to end at any cost the role of patient invalid.

"Yes, I will be at the club dinner," he phoned in answer to Brown's urgent invitation. "But I'll cut out the theater party afterwards."

"Remember, sir, the physician's orders," Tenno cautioned.

"You exaggerate the importance of my state of health," Philip said. He overestimated his strength, however, and was obliged to call a taxi by the way. "Stop for me again at 8 sharp," he told the

driver as he left the car at his club. And he was glad that he had made this concession to weakness when he came out again into the night. The taxi waited obediently.

"Forty-four?" questioned the man, and, nodding absently, Philip stepped inside. His head swam in an annoying manner as they bowled along, and his hands were strangely cold. Then presently he became aware of a warm, comforting presence. Vaguely his hand reached out toward that familiar rhythmic sound:

"Jack Johnson," Philip murmured in weary perplexity. He still cradled the invincible cat against the lapel of his dress suit as he waited to pay the driver.

"Found her, did you?" the man asked. "The lady's cat followed her into the car, you see, and she didn't discover her till we had reached the club. Then she told me to keep the doors shut and she would send the gentleman out to take the cat home after dinner, so I brought you here without further orders."

He sought the elevator, smiling grimly. So he had happened upon the same taxi which had lately borne the girl. This was the explanation. When Philip reached the upper floor he released the purring animal.

"You will have to find your own way home, Lady Lillie," he said. Then it occurred to him that he had dismissed Tenno for the night and that he was quite too ill to be alone. He recollected also that Jim Brothers lived around somewhere upon an upper floor and he had better hunt him up. Jim Brothers found his fellow club member standing gaunt and white in the doorway.

"I believe I'm sick, Jim," Philip explained faintly. "In fact, I'm sure"—Then Philip Duncombe knew no more. When, after an endless season of confusing dreams, he again opened rational seeing eyes Philip realized that he was resting comfortably in Jim Brothers' cozy den, with something soft and familiar lying very near his shoulder.

"Jack Johnson," he whispered delightedly.

"She wouldn't leave you," spoke a voice of sad and joyous memory. "She seemed to know that you were ill,"

Philip rubbed his unbelieving eyes. Still the vision remained. "What are you doing here?" he asked curtly.

"I live here," the girl replied. "You see I am Jim Brothers' sister."

"Sister?" echoed Philip, trying to grasp this stupendous fact.

"Of course," he said at last. "And old Jim makes his home with you and your—husband." The girl shook her head.

"I haven't acquired one," she answered.

"But the janitor told Tenno"—Philip began excitedly.

"The janitor jumps at conclusions," the girl interrupted.

Philip sat up rashly. "And you are not—married?" he persisted. Jim's sister laughed.

"Not in the least," she replied. "You are to lie down, if you please, Mr. Duncombe, and keep quiet while I am relieving your nurse. You have betrayed many secrets," she confided, "and have talked more or less wildly. There was something about a missing face and a picture and much concerning a little married woman upstairs."

Philip's eyes met hers eloquently. "I thought that was you," he confessed.

The girl blushed rosily. "Oh!" she murmured, as one vastly relieved. Suddenly Philip leaned over and placed his hand upon hers.

"I want to tell you," he entreated—"I must tell you now of the picture called 'Home.'" But it was not alone of the picture he spoke. His tender, trembling voice told the story of a hungry heart. "It is your face I would have looking into mine, dear," he said, "in the light of our own hearth fire."

Gathering the little black cat in her arms, the girl laughed shakily. "We can't refuse him Lady Lillie," she said, "or his temperature might go racing, and we could not accept him at once; that would seem so disgracefully eager."

Philip held out pleading arms. "If you can give me a crumb of hope," he begged, "I will be the happiest man—the luckiest man in the world."

"When you are quite well," the girl answered, "I will come to see you"—she

flashed at him a smile of radiant promise — "and—black cats bring luck!" she said.

### The Babes in the Jungles

BY O. HENRY

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Montague Silver, the finest street man and art grafter in the West, says to me once in Little Rock: "If you ever lose your mind, Billy, and get too old to do honest swindling among grown men go to New York. In the West a sucker is born every minute, but in New York they appear in chunks of roe. You can't count 'em."

Two years afterwards I found that I couldn't remember the names of the Russian admirals, and I noticed some gray hairs over my left ear. So I knew the time had arrived for me to take Silver's advice.

I struck New York about noon one day and took a walk up Broadway. And I run against Silver himself, all encompassed up in a spacious kind of haberdashery, leaning against a hotel and rubbing the half moons on his nails with a silk handkerchief.

"Paresis or superannuated?" I asks him.

"Hello, Billy," says Silver; "I'm glad to see you. Yes, it seemed to me that the West was accumulating a little too much wiseness. I've been saving New York for dessert. I know it's a low down trick to take things from these people. They only know this and that and pass to and fro and think ever anon. I'd hate for my mother to know I was skinning these weak-minded ones. She raised me better."

"Is there a crush already in the waiting rooms of the old doctor that does skin grafting?" I asks.

"Well, no," says Silver; "you needn't back Epidermis to win today. I've only been here a month, but I'm ready to begin."

"I've been studying the town," says Silver, "and reading the papers every day, and I know it as well as the cat in the City Hall knows an O'Sullivan. People here lie down on the floor and scream and kick when you are the least bit slow about

taking money from them. Come up in my room and I'll tell you. We'll work the town together, Billy, for the sake of old times."

Silver takes me up in a hotel. He has a quantity of irrelevant objects lying about.

"There's more ways of getting money from these metropolitan hayseeds," says Silver, "than there is of cooking rice in Charleston, S. C. They'll bite at anything. The brains of most of 'em commute. The wiser they are in intelligence the less perception of cognizance they have. Why, didn't a man the other day sell J. P. Morgan an oil portrait of Rockefeller junior for Andrea del Sarto's celebrated painting of the young St. John?"

"You see that bundle of printed stuff in the corner, Billy? That's gold mining stock. I started out one day to sell that, but I quit it in two hours. Why? Got arrested for blocking the street. People fought to buy it. I sold a policeman a block of it on the way to the station house, and then I took it off the market. I don't want people to give me their money."

"Now, there's another little scheme that worked so easy I had to quit it. You see that bottle of blue ink on the table? I tattooed an anchor on the back of my hand and went to a bank and told 'em I was Admiral Dewey's nephew. They offered to cash my draft on him for a thousand, but I didn't know my uncle's first name. It shows, though, what an easy town it is. As for burglars, they won't go in a house now unless there's a hot supper ready and a few college students to wait on 'em."

"Monty," says I when Silver had slacked up, "you may have Manhattan correctly discriminated in your peroration, but I doubt it. I've only been in town two hours, but it doesn't dawn upon me that it's ours with a cherry in it. There ain't enough rus in urbe about it to suit me. I'd be a good deal much better satisfied if the citizens had a straw or more in their hair and run more to velvet-teen vests and buckeye watch charms. They don't look easy to me."

"You've got it, Billy," says Silver. "All emigrants have it. New York's

bigger than Little Rock or Europe, and it frightens a foreigner. You'll be all right. I tell you I feel like slapping the people here because they don't send me all their money in laundry baskets, with germicide sprinkled over it. I hate to go down on the street to get it. Who wears the diamonds in this town? Why, Winnie, the wire tapper's wife, and Bella, the bunco steerer's bride. New Yorkers can be worked easier than a blue rose on a tidy. The only thing that bothers me is I know I'll break the cigars in my vest pocket when I get my clothes all full of twenties."

"I hope you are right, Monty," says I, "but I wish, all the same, I had been satisfied with a small business in Little Rock. The crop of farmers is never so short out there but what you can get a few of 'em to sign a petition for a new postoffice that you can discount for \$200 at the county bank. The people here appear to possess instincts of self preservation and illiberality. I fear me that we are not cultured enough to tackle this game."

"Don't worry," says Silver. "I've got this Jayville-near-Tarrytown correctly estimated as sure as North river is the Hudson and East river ain't a river."

"Hyperbole aside," says I, "do you know of any immediate system of bunking the community out of a dollar or two except by applying to the Salvation Army or having a fit on Miss Helen Gould's doorstep?"

"Dozens of 'em," says Silver. "How much capital have you got, Bill?"

"A thousand," I told him.

"I've got \$1,200," says he. "We'll pool and do a big piece of business. There's so many ways we can make a million that I don't know how to begin."

The next morning Silver meets me at the hotel, and he is all sonorous and stirred with a kind of silent joy.

"We're to meet J. P. Morgan this afternoon," says he. "A man I know in the hotel wants to introduce us. He's a friend of his. He says he likes to meet people from the West."

"That sounds nice and plausible," says I. "I'd like to know Mr. Morgan."

"It won't hurt us a bit," says Silver, "to get acquainted with a few finance kings. I kind of like the social way New York has with strangers."

The man Silver knew was named Klein. At 3 o'clock Klein brought his Wall street friend to see us in Silver's room. "Mr. Morgan" looked some like his pictures, and he had a Turkish towel wrapped around his head, and he walked with a cane.

"Mr. Silver and Mr. Pescud," says Klein. "It sounds superfluous," says he, "to mention the name of the greatest financial"—

"Cut it out, Klein," says Mr. Morgan. "I'm glad to know you gents. I take great interest in the West. Klein tells me you're from Little Rock. I think I've a railroad or two out there somewhere. If either of you guys would like to deal a hand or two of stud poker I"—

"Now, Pierpont," cuts in Klein, "you forget."

"Excuse me, gents," says Morgan. "Since I've had the gout so bad I sometimes play a social game of cards at my house. Neither of you never knew One Eyed Peters, did you, while you were around Little Rock? He lived in Seattle, N. M."

Before we could answer, Mr. Morgan hammers on the floor with his cane and begins to walk up and down, swearing in a loud tone of voice.

"They have been pounding your stocks today on the street, Pierpont?" asks Klein, smiling.

"Stocks? No!" roars Mr. Morgan. "It's that picture I sent an agent to Europe to buy. I just thought about it. He cabled me today that it ain't to be found in all Italy. I'd pay \$50,000 tomorrow for that picture—yes, \$75,000. I give the agent a la carte in purchasing it. I cannot understand why the art galleries will allow a De Vinchy to"—

"Why, Mr. Morgan," says Klein, "I thought you owned all of the De Vinchy paintings!"

"What is the picture like, Mr. Morgan?" asks Silver. "It must be as big as the side of the Flatiron building."

"I'm afraid your art education is on the bum, Mr. Silver," says Morgan.

"The picture is 27 by 42 inches, and it is called 'Love's Idle Hour.' It represents a number of cloak models doing the two-step on the bank of a purple river. The cablegram said it might have been brought to this country. My collection will never be complete without that picture. Well, so long, gents; us financiers must keep early hours."

Mr. Morgan and Klein went away together in a cab. Me and Silver talked about how simple and unsuspecting great people was, and Silver said what a shame it would be to try to rob a man like Mr. Morgan, and I said I thought it would be rather imprudent myself. Klein proposes a stroll after dinner, and me and him and Silver walks down toward Seventh avenue to see the sights. Klein sees a pair of cuff links that instigate his admiration in a pawnshop window, and we all go in while he buys 'em.

After we got back to the hotel and Klein had gone Silver jumps at me and waves his hands.

"Did you see it?" says he. "Did you see it, Billy?"

"What?" I asks.

"Why, that picture that Morgan wants. It's hanging in that pawnshop behind the desk. I didn't say anything because Klein was there. It's the article, sure as you live. The girls are as natural as paint can make them, all measuring 36 and 25 and 42 skirts if they had any skirts, and they're doing a buck and wing on the bank of a river with the blues. What did Mr. Morgan say he'd give for it? Oh, don't make me tell you. They can't know what it is in that pawnshop."

When the pawnshop opened the next morning me and Silver was standing there as anxious as if we wanted to soak our Sunday suit to buy a drink. We sauntered inside and began to look at watch chains.

"That's a violent specimen of a chromo you've got up there," remarked Silver casual to the pawnbroker. "But I kind of enthuse over the girl with the shoulder blades and red bunting. Would an offer of \$2.25 for it cause you to knock over any fragile articles of your stock in hurry-ing it off the nail?"

The pawnbroker smiles and goes on showing us plate watch chains.

"That picture," says he, "was pledged a year ago by an Italian gentleman. I loaned him \$500 on it. It is called 'Love's Idle Hour,' and it is by Leonardo de Vinci. Two days ago the legal time expired, and it became an unredeemed pledge. Here is a style of chain that is worn a great deal now."

At the end of half an hour me and Silver paid the pawnbroker \$2,000 and walked out with the picture. Silver got into a cab with it and started for Morgan's office. I goes to the hotel and waits for him. In two hours Silver comes back.

"Did you see Mr. Morgan?" I asks. "How much did he pay you for it?"

Silver sits down and fools with a tassel on the table cover.

"I never exactly saw Mr. Morgan," he says, "because Mr. Morgan's been in Europe for a month. But what's worrying me, Billy, is this: The department stores have all got that same picture on sale, framed, for \$3.48. And they charge \$3.50 for the frame alone. That's what I can't understand."

### The Porcelain Tower

BY CLARISSA MACKIE

Dick Evans sat up in bed and sleepily rubbed his eyes. Again came a cautious knock at his door.

"Come in!" he called impatiently, and as the sleek head of his Chinese house boy appeared in the aperture he added, "What's the matter, Fan Soo?"

Fan Soo closed the door softly and tip-toed to the bed.

"Him Smiss man boy bring chit. Hully up!"

Evans took the note and read the brief cipher message it contained.

Then he manufactured a very successful yawn and dismissed the beady-eyed Chinese.

"Breakfast quick! Sabe, San Foo? Dust out of here now!"

Fan Soo dusted out, or it might more aptly be termed as "melting from view."

Alone, Dick Evans worked with lightning rapidity. He was in and out of his

bath in a jiffy, quickly dressed in fresh white linen and packing a few valuables in his pockets. When he left the room there was nothing that he valued contained therein, not even a scrap of paper.

After a hasty breakfast he left his bungalow and went down the Canton road toward the city. As the agent of a large importing house in Canton he preferred to live in the suburbs of that rather unfriendly and seething city. His position was very uncertain. Five times had the agents of his house been driven away by the hostility of the natives and each time had they with customary English doggedness returned to the scene of battle.

Now things were rather different. With the country in a state of revolution, south China warring against the northern provinces, it was only a question of days before he would be compelled to vacate not only his bungalow on the Canton road, but his offices in the city as well.

The blow had fallen this morning. The "chit" or note that Smith had sent him had contained a few words of warning. A company of soldiers bound north would leave the city at 9 o'clock, and that meant that their passage would be marked by robbery and perhaps worse.

Dick Evans was going to the house of his friend, James Smith, and together they might escape if they could reach the city, although it was whispered that all the traveled roads were infested with murderous bandits.

It was a good three miles to the Smith place, and when he reached it he found it quite deserted save for a fat comprador sunning himself in the gateway of the compound. He gave forth surly answers to Dick's questions.

Five hundred yards beyond the compound gate Dick came to the old porcelain tower that is a historic feature on the Canton road. Built many centuries before as the private retreat of a rich mandarin, the exquisite porcelain paintings that adorned its inner walls are still admired. Now the tower was deserted except by bats and rats, and it was whispered among the Chinese that devils haunted its many stories.

As Dick passed the old tower there

came the sound of a familiar voice—it came in a whisper—that voice of James Smith, and it hastened Dick's steps toward the tower until he was standing in its tall shadow.

"Dodge in here. I'll tell you when I see you. Come up to the top floor!"

Dick cast a swift glance around the countryside and saw not a human being. He darted into the deep embrasure of the doorway and found himself at the foot of a winding rickety stairway.

At last he reached the ninth floor, where Smith was waiting for him with pallid drawn face and haggard eyes that had not known sleep for many hours.

"Cut in here so I can close up the place. The rascals will be about our ears in no time!" he exclaimed. "You received my chit?"

"An hour ago. What are you doing here?"

"Wait. Come with me." Smith led the way to a door painted with another red dragon and opened it, admitting his friend to the gloomy interior of a large room.

"Here we are, and here we remain until fate chooses to release us," said Smith gloomily as he faced Dick within the locked room.

"Have a light, can't you?" was Dick's first question.

Presently a lantern diffused soft light around the dusty room, which was lined with niches, in each one of which was a rather battered idol. Except for a straw pallet on the floor, a jug of water and a bowl of rice, the room was empty.

"What are you doing here?" asked Dick.

"Had a tip from a Chinese friend that our houses were to be looted and burned today. I sent you word, and I've taken refuge here after making an observation from the pinnacle and seeing the brigands coming from one direction and the soldiers from another. Between the two forces our bones would be picked quite clean."

"After they pass we can get away?" asked Dick thoughtfully.

"Maybe," smiled Smith, "provided they don't take it into their heads to level the tower to the ground."

"Wish we could give them a stiff scare. You know they are rather suspicious of this place."

"I know it. Give me time to think."

For a long time Smith sat on the floor with his head in his hands. At last he arose and uttered a triumphant whoop.

He darted to a carved chest thrust in one corner and from it dragged stiff robes of yellow brocade, soiled and dusty and almost falling to pieces with great age.

"If they linger along till dusk I think I can scare them stiff with this priestly garb," he chuckled. "You know one of the traditions connected with this place concerns an old priest of Buddha who starved himself to death in the tower in order to attain celestial rewards. The superstitious say that sometimes the spirit of this old priest comes back to the tower, hungry and forlorn, and cries for food and drink. I shall be that old priest for awhile. Watch me!"

When Smith's tall, gaunt frame was wrapped in the yellow robe and a black satin cap was stuck on his dark hair Dick confessed himself amazed at the resemblance to a Buddhist priest painted on one of the porcelain panels of the stairway. The disguise was perfect.

The two men sat and talked beside a tiny window that gave a view of the road to the city.

"If they only wait until dusk we can scare 'em off, and then we can get away," Smith repeated over and over again.

The day wore on, and, although they caught occasional glimpses of approaching soldiers, they did not make much progress, for there was much halting and disputing. It was almost twilight when a company of ragged soldiers stirred the thick white dust of the road near the porcelain tower.

"They're going to halt there, just as I thought. They're taking pot shots at the tower. See the ancient cannon they are dragging along."

Dick looked out and saw all the things Smith described. He saw more, for he noticed that they were preparing to load the cannon and gunners were pointing it toward the porcelain tower.

"Deuce take it, we're in for it now!" muttered Smith.

"Get into your robes. Scare 'em off, man. You can do it. I know the Chinese like a book. They'll streak it if they see that old yellow back on the balcony of the tower." Thus Dick encouraged his friend while he helped Smith into the yellow robe.

While the gunners were loading the cannon there came the sound of fierce cries from the south, and a band of tattered brigands came racing through the dust of the road.

At the same instant Smith stepped through a door that led to a small balcony that encircled the tower and, lifting his arms in their flowing sleeves, shrilled down at them a mixture of American slang and bad Chinese that hushed the riotous crowd below.

How long he stood there he never knew, but his arms grew stiff and useless and his neck cramped with its rigid attitude.

The long silence of the crowd below was broken at last by a shrill screech of terror by a brigand. That was the signal for panic. In ten minutes the long dusty road was empty and a full moon smiled wanly over the place where superstition still held sway.

"Ten years from now this could not happen," said Smith as he entered the city that night with Dick beside him. "The last remnants of superstition and ignorance are flying northward this very moment lashed by their own fears. China has awakened, yawned and nodded off again for another forty winks. After that—well, we'll all have to keep pretty wide awake to keep up with her."

Dick Evans, who saw a very profitable business going to the dogs, nodded ruefully. "There's just one consolation in the whole affair," he murmured, "and that is that it forms an excellent excuse for getting back into God's country again, and I'm going."

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### The Little Stone Toad

BY CLARISSA MACKIE

Amid the yelling of a Chinese mob outside the gate of the compound Davies calmly packed his valuables into a couple of traveling bags, together with some necessary clothing. Through the open

window of the bungalow he could hear the weak voice of Mr. Potter expostulating with the frenzied leaders of the mob.

All at once the yelling died down into shrill murmurs of discontent, and Potter strode across the veranda and into the room where Davies was methodically preparing for flight.

"I'm afraid we can't do anything with them," wheezed Leonard Potter breathlessly.

"Told you so," grunted Bob Davies as he yanked a strap into place. "Better get your stuff ready. They'll be firing the place in a jiffy."

The little man dragged out his own bags and ran frantically to and fro gathering up his belongings.

"Where shall we go?" he asked hopelessly.

"Van Ping will get us out of the neighborhood," returned Bob tersely. He was vexed with the utter want of tact on Potter's part. He had told the little missionary that it was folly to try to argue the inhabitants of Penfoo out of the belief that the great stone toad in the temple garden had anything to do with the weather of central China.

"My dear Davies," Mr. Potter had insisted, "leave them to me. It is my calling, the carrying of truth into the dark places of the earth. I cannot let these poor heathen continue to make offerings to the stone toad. It is my duty to convince them that they are entirely wrong."

Davies, who represented a big tea house in Shanghai, was angry because he was included in the neighboring hostility aroused by Potter's ill-judged efforts. This affair would mean the loss of several business deals that he would have had difficulty in handling under the best of circumstances. He was sorry that he had invited Potter to share his quarters during his stay in Penfoo.

"Well, did you convince the heathen that the stone toad was not a weather maker?" he could not resist throwing over his shoulder.

Mr. Potter blinked.

"Not exactly," admitted the missionary. "They are very ignorant and very bigoted."

Bob Davies straightened up.

"Can't say I think that the Chinese belief that a stone toad is responsible for the weather conditions here is an indication of bigotry any more than the American confidence in the reports of the weather bureau."

"Well—well—ah, indeed, I presume not!" gasped Leonard Potter as he struggled with the straps of his suit case.

A long wailing yell arose from outside.

"When is Van Ping coming?" chattered Potter. "I didn't tell you that they threatened to boil me in oil."

"That all? What was the final straw, Potter?"

"I merely went to the temple garden and pounded the head of the stone toad with a sledge hammer, just to demonstrate to them that it was stone, an inanimate object that could not possibly have anything to do with the making of conditions."

"It seems to have created a very unpleasant situation for us," retorted Davies disagreeably.

Leonard Potter sighed. He wished that young Mr. Davies was not such a sarcastic individual.

The door opened, and Van Ping, Davies' model Chinese servant, appeared.

"Velly little time; bring fire soon," he said briefly.

"All ready, Van; lead the way. Help Mr. Potter with his bags. I can manage alone."

Without an unnecessary word Van Ping picked up a couple of bags and led the way to the back of the house. Here the kitchen offices extended in a series of small buildings to the rear wall of the compound.

Beyond the wall were the sluggish waters of a creek, and choking the creek for a mile above the river where it emptied was a long straggling line of sampans or house boats, occupied by the poorest class of Chinese. The sampans were connected with the bank on either side by narrow planks that served as gangways, and so closely were the sampans packed that one could travel from one end of the line to the other under the cover of their matted roofs.

Van Ping led the Americans through a



narrow gate in the wall and out into the coarse sedge that bordered the creek.

"It is the only way," he remarked after he had explained his plan to Davies.

"And after we reach the river?" asked Davies.

"There are foreign ships of war there. Sabe?"

"Sabe," replied the American.

There would be risk in escaping through the long tunnel of sampans. Some of the boat dwellers might object, although Davies was well supplied with coin to buy their safe passage if necessary.

Leonard Potter, innocent cause of all the trouble, meekly followed after Van Ping, leaving Davies to bring up the rear.

It was an exciting experience. Danger lurked in the hidden gloom of each ill-smelling sampan that they entered. Hostility was in their rear. Even Davies' money almost failed to gain their way in some places.

Slant-eyed men threatened them from dark corners, angry women shrilled at them, and impudent children spat defiance at the hated foreigners. Many of the men were paid assassins, and Davies was ready at every turn to defend himself.

Once there was a little scuffle when two men darted out with naked knives, but Van Ping's angry voice sent them cowering back into the dim obscurity of their hiding place.

When they had nearly completed the journey through the line of sampans a remarkable incident occurred.

Bob Davies, who was bringing up the rear, felt a touch on his sleeve, and he looked down into the wizened face of an aged Chinaman. The man looked up at him from dimmed eyes.

"Foreign devil," he whispered, "take this in exchange for money. I would throw it into the mud only my wicked daughter-in-law would find it. I shall soon die, and this must not reach her hands."

He pressed a little box into Davies' unwilling palm.

"Money, how much or how little, as you wish," whined the man.

From ahead Van Ping was calling impatiently. Davies looked down into the

age-smitten face, and, pulling out a handful of money, he poured it into the trembling palms of the old man.

Stuffing the unopened box into his pocket, Davies ran at top speed through the noisome deck houses until he reached his companions. From that moment he forgot all about the mysterious little box.

He felt the fresher air of the river blowing in his face, and he was relieved when at last they had emerged upon the bow of the last sampan, whose prow projected into the mouth of the creek.

Here a small sampan was in waiting, and Van Ping hustled his passengers into the craft and took up the pole in his strong arms.

The river stretched a turbulent yellow stream east and west. The town of Penfoo straggles along its northern bank. Twenty miles below Penfoo is a large treaty port, and Davies knew that they would find protection on any one of the foreign warships lying in the roadstead.

Van Ping vigorously poled the sampan down the river, the swift current speeding them on the way to safety.

Two days later the tea merchant and the missionary, whose business in Penfoo had ended so abruptly, were on board a river steamer bound for Shanghai.

Bob Davies sulked alone most of the time, while Leonard Potter associated with the native crew and made two converts among them. Joyfully triumphant, he sought Davies in his retreat.

"I'm sorry I didn't stick to my post in Penfoo," said the missionary regretfully when he had described his recent experiences among the Chinese crew. "I am sure that my persuasions would have touched their simple hearts at last."

"You are 200 miles from Penfoo and a Chinese mob," remarked Bob.

Mr. Potter closed his pale eyes and folded his hands over his black waistcoat. He wished he had not met Davies and offered to share the expenses of his bungalow. The tea merchant appeared offended, as if their flight from Penfoo was to be laid at Potter's door.

"I am sure I didn't invent the stone toad," thought the missionary with some resentment.

Bob Davies was wondering what ex-

planation he would give to his employers. He had already sent in signed contracts for a large quantity of the best Penfoo tea, and he had made payments on each contract, but now who could tell whether anything would come out of the contracts?

"Oh, for a ranch in Southern California and never another glimpse of China!" he groaned.

"I shall never forget that awful experience—coming through the houseboats," sighed Potter.

Davies started with a sudden recollection. He felt in his pockets for the little box which the ancient Chinaman did not want his wicked daughter-in-law to know about.

It was a small ebony box about two inches square and very heavy. Davies fumbled until he found a small spring in the bottom of the box, which upon pressure caused the cover to fly open.

"Great George, what a find!" Davies laughed aloud at the coincidence.

It was the stone toad in the temple garden that was responsible for their hasty departure from the Chinese town, and upon the stone toad Davies had mentally heaped all sorts of reproach.

Before him in a little paper-lined box was a small stone toad. This toad was fashioned from gray-green soapstone, but its marvelous eyes caught and held Davies' fascinated gaze.

Such glorious green, winking, emerald eyes—yes, eyes formed of magnificent emeralds. And he had purchased them from the ancient man for a handful of money, perhaps \$5 in all. Five dollars for a fortune!

Leonard Potter was looking over Davies' shoulder.

"Mr. Davies, is it possible that you, too, are a toad worshiper?" he demanded hoarsely.

To his surprise Davies' answer was a laugh—such a laugh of mingled relief and joy that the little missionary could not understand. He only guessed that the heathenish stone toad had brought happiness to the dejected tea merchant, and he disapproved accordingly.

Davies sought out Van Ping, who was accompanying him to Shanghai, and he

told him about the old man and the box he had purchased from him. Van Ping smiled in a knowing manner when Davies had concluded:

"Him San Bong—velly bad man always. Him soon die and no can take all things with him. San Bong sell for velly little. Where got? No can tell—no sabe. Him forgot himself."

Van Ping shook his head when Davies suggested that they return to Penfoo and try to find San Bong, who had undoubtedly unloaded some of his stolen treasures upon Davies.

"You keep—you velly rich—no sell more tea," grinned the faithful Chinaman.

On his arrival in Shanghai Bob Davies consulted his lawyer, and when he had been convinced of the futility of endeavoring to restore the stone toad to San Bong he took the emeralds to a jeweler to have them appraised.

When he discovered that they were worth a modest fortune Davies resigned his position with the tea importers and made preparations to return to America and to realize his rosy dream of a ranch in southern California. Van Ping was to accompany him.

"Now, I must do something for little Potter," thought Davies. "If it hadn't been for Potter and the big stone toad I would never have been chased out of Penfoo, and consequently I would never have gone through the creek sampans and would never have met up with that fairy godfather, San Bong, and the little stone toad. That being the case, Potter is responsible for my good fortunes, so I will send him a substantial check to help his good work along."

And the grateful letter he received from Leonard Potter ended thus:

"You will be interested to learn, dear Mr. Davies, that I am using this money to return to Penfoo, so that I may convince those benighted people that the stone toad in the temple garden has nothing whatever to do with the weather."

So Leonard Potter was swung once more into the circle of destiny that landed him in Penfoo, but what happened to him there history does not relate.

### A Blight

BY F. A. MITCHEL

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The year 1860 marked the acme of plantation life in the South, a life which only persons now quite old have lived. There were two sides to slavery—the one as represented by the kind master, the other by the man who considered his slave as a mere piece of property. Naturally the families of the more refined class of planters formed a society of their own, and it was among these especially that instances of fidelity and attachment occurred. Born to be ruled and taken care of by their masters as a child is brought up by its parents, many of these negroes, after the war had set them free, clung to their former owners and the old plantation homes. It was there that the negro worked by day in the cotton field and in the evening sang those melodies, a product of the period, expressing a condition that died with the advent of emancipation. The relations between master and slave have passed away with the system, and the following incident, told me a few years after the close of the war which abolished that system, could not possibly occur today:

After the surrender at Appomattox I had occasion to travel through a portion of the South. In Tennessee I found a plantation to which a large number of the negroes who had lived on it as slaves adhered as freed men. Their master, quite an old man now, paid them wages, which they had not as yet learned to handle for themselves. Interested to know how they liked the change, I approached a darky about thirty years old, who was sawing wood, and I questioned him.

"Do you darkies like the way you live better than when you were slaves?"

"Some ob 'em 'pears to like it, if they like to wo'k. Them that don't like to wo'k don't like it so well as befo', 'cause if dey don't wo'k dey don't git nottin' to eat."

"How do you feel about it?"

"Ma case air quar. I hain't got no feelin's about it. Dere's a hant what goes around with me—not a real hant rolled up in a sheet, but a hant ob de feelin's. I

don't take no interest in anything. I'm a kind ob a dead nigger."

He had stopped in his wood sawing and looked out over the landscape with a sorrowful gaze. I waited, feeling that he had a story to tell and he would tell it without urging. I was not disappointed.

"I was bo'n," he continued, "on de same day as Missy Delia, an' her mammy was my mothe'. Consekence was dat when we two chillen was little we was togedder all de time. I hear'n people say when we was three or fou' yea's old, goin' roun' with ou' a'ms roun' each udder, how quar my black face looked alongside her white one, fo' her skin war white an' pink, an' her ha'r war like yellor silk.

"When Missy Delia growed older she couldn't do 'nuff fo' me, an' I war jist ready to give up de ghos' fo' her any time. Ef she wanted anything done all she had to do war to say, 'Julius, you do dat fo' me, won't yo', please?' Lawd, what de use ob speakin' dat way to a nigger? I done it mighty quick, an' I wanted to keep on doin' things lak dat fo' her all de time. I couldn't git 'nuff of 'em to do.

"Den Cunnel St. Clair's son, Harry, come along, an' I saw might' quick dat he an' Missy Delia war lubbers. He war a fine lookin' young man—Mars' Harry war—tall an' straight, with black curly ha'r, an' might' diffe'nt from Missy Delia, who looked lak a peach. When his fathe' gwine die he hab a big plantation an' a thousand niggers. It was all settled dat Missy Delia gwine to marry him when de wah broke out.

"Co'se Mars Harry he gwine to de wah lak de udder young gen'lemen. He go with de cavalry as cap'n. Do yo see dat gallery up dah front ob de plantation house? Well, it war right dar dat Missy Delia says to me, 'Julius, will yo' do somep'n fo' me?' An' I says, 'Missy Delia, fo' yo' I go right down to de ribber an' drown myself.' An' she says: 'I don't want yo' to drown yo'self. I want yo' to lib.' 'Wha' fo', Missy Delia?' 'Fo' to tak car' my Harry. I want yo' to go to de wah with him as his servant, fo' to tak car' o' his ho'se an' all dat, an' I want yo' to keep him from ha'm as much as yo' kin. An' if he gets sick or wounded I want yo' to tak car' o' him an' send or

bring me wo'd as soon as possible. Will yo' do dat fo' me, Julius?"

"Her eyes war wet when she said dis, an' I lak to cried maself, seein' her cry. An' I said, 'Missy Delia, I go with Mars Harry, an' I bring him back safe an' soun' to you, ma honey.'

"We was standin' right on de top step up dar between de two pillars in de middle. She tak ma hand in bofe ob hern an' look at me out ob her eyes as if heaben war on de udder side ob 'em. Den she turned an' went into de house.

"Nex' day we leabe de plantation, Mars Harry an' I, to jine de regiment. Mars Harry he de fines' ossifer in de whole lot. We jine in with General Wheeler's cavalry an' go gallopin' over de state ob Tennessee. Once in awhile Mars Harry he tak me an' ride to de ole plantation to see his ladylub. An' when we come away Missy Delia say, 'Tak car, ob him, Julius, fo' my sake.' An' I say: 'Nebber fear fo' dat, Missy Delia. Reckon I know what I'm about.' Den Mars Harry an' I go back to camp.

"One time when Ginerel Wheeler war leadin' his men back in de r'ar ob de Yankies, br'akin' up de railroads an' burnin' de wagon trains, he stop one day to rest in a wood an' stayed dar a whole day. Mars Harry he nebber lak to rest. When de udder men war restin' he war always tryin' to git some message to his ladylub. He would go to a house an' write a long letter to her full ob lub talk an' pay some nigger to tak it to her.

"Well, when eberybody was restin' Mars Harry he tak me with him to a house about a mile away an' sot down in de libin' room befo' a table, an' he wrote an' wrote all de mawnin'. But befo' he sot down to write he tole me to go down on de Nashville pike, about a mile from whar he war writin', an' stan' on a rise in de groun' whar I could see down de road, an' if I see any bluejackets comin' I wor to ride back an' warn him.

"I rode down to whar I could see two or three miles an' sot on my ho'se, lookin' down de road. Fust thing I knew I sor a nigger gal lookin' frou de rails ob de fence. She war smilin' at me, showin' her teeth lak an alligator's jaw. An' she says, 'Wha' yo' doin' dar?' An' I says,

'Watchin' fo' de Yanks.' An' she says, 'Wha' yo' watchin' fo' de Yanks fo'?' An' I says, 'To wa'n ma mars if dey come.'

"She talks to me awhile, an' bimeby she says, 'Come down dar an' I gib yo' some applejack.' I war all tired out ridin' so ha'd an' powerful thirsty, but I say, 'I don't want no applejack.' 'Yes, yo' do,' she says. 'I kin see yo' mouf waterin' fo' it.' 'Go way an' let me alone,' I says.

"Do yo' know wha' dat gal did? She p'inted to de house whar de applejack war, an' she says, 'I keep watch fo' yo' while yo' go down an' get a drink.' I fell under de temptation an', lak a fool, left dat gal to watch an' went down to de house an' filled ma canteen with de applejack. Same time I tuk a long drink. I war gittin' ready to go back when I hearn a clatter ob critters' hoofs on de road above an' saw a lot ob bluecoats gallopin' past toward de house whar Mars Harry war writin' the lub letter to Missy Delia.

"I want to kill somebody sartin. I got on ma ho'se an', ridin' back to de road, saw de gal dot brought de trouble on me skulkin' away. I fired ma revolver at her. Den I rode on, follerin' de Yanks. I hearn shootin' ahead, but when I got to de house whar Mars Harry was writin' he lub letter de sojers war all gone. But dar beside de road I saw what hants me eber since."

He put his hand to his eyes as if to shut out some painful sight. Presently he moaned.

"Mars Henry layin' dar shot dead."

For that few minutes he had been tempted to relax his watchfulness he was paying a lifelong penalty. Possibly he had dwelt upon his fault so long that it had affected his mind. I wondered at the love this black man had for one whom he considered so far his superior—the daughter of the man who had owned him and could have sold him as a horse or a dog.

"I knelt down beside him," he continued, "an' called to him: 'Mars Harry, come to life ag'in an' lemme be daid in yo' place. I cain't live to face Missy Delia nohow. How I gwine to go through life with this curse on me? Come back, Mars Harry; come back fo' Missy Delia. She cain't go through de worl' without yo'.'

"But he didn't wake up no mo', an' when I see it wa'n't no use talkin' to him I tuk him up an' carried him into de house. An' then I got a wagon an' driv him to de plantation."

He made an effort to tell me of his reception there, but failed.

"How did your mistress treat you after the misfortune?" I asked.

"Misfo'tune! Dat wa'n't no misfo'tune; dat war yieldin' to temptation. I's one ob de goats dat is tooken from de sheep. Ef I hadn't listened to dat gal Mars Harry wouldn't 'a' got killed. I didn't hab de courage to go back to de plantation fo' a long time; den I sneaked in among de udder niggers an' hid in the ba'n. Some nigger sor me an' tole Missy Delia I was come home. She hearn all about how Mars Harry got killed, an' thar wa'n't anything fo' me to 'fess. She sent fo' me to come up to de house. My legs ha'dly carried me dar. Missy Delia war standin' by herself in de hall. I stood at de do'. When she saw me she put up her han'chekuff to, her eyes an' held out her hand to me. She didn't say a wo'd, but I knowed she fo'gib me.

"Dat didn't do me no good," he continued after a pause, "'cause I didn't fo'gib maself."

"Is your mistress living at the plantation house now?" I asked.

"I reckon she is dar or I wouldn't be hyar. Much as I respec' mars, I wouldn't stay hyar if missy war away. I doin' penance. De plantation runnin' down since the prockelmation. De niggers dat laks to wo'k laks to wo'k fo' thairselfes. De udders won't wo'k nohow. Bi'mby all go to de debbil; den I gib my 'arnin's to missy."

At that moment a woman dressed in deep mourning came out of the front door of the manor house and stood looking pensively on the landscape.

"Dat Missy Delia," said Julius, looking at the lady, the usual melancholy of his eye intensified. "She neber git ober it. I neber git ober it. She war strucken to de heart; I war strucken in de feelin'. In de day I see missy mown'in'; in de night I wake up an' see Mars Harry lyin' dead in de road."

## The Golden Tortoise

BY CLARISSA MACKIE

That hole in the ground represented all of Beekman's hard-earned money. He stood there smiling bitterly down into the dark shaft of the worthless mine. He saw the years it had taken him to scrape together a few thousand dollars; he saw the lamblike innocence with which he had paid his money over to his friend Hale and received in return the papers that made him owner of the King Midas gold mine in the heart of the Sierra Nevada mountains of California.

He had waited another year and then closed his little law office, leaving his practice in the hands of a brother in the profession, and came on to California to visit his mine. He had longed for this vacation with its promise of a rich outdoor life, its toil-filled days and dreamless nights and then perhaps the realization of his hopes—a modest fortune with leisure to pursue his art studies under this warm and friendly western sky.

He had come west. He had outfitted at the nearest large town and with one or two hirelings had gone up the long and tortuous trail that led to the Midas mine. One of his men, old Bill Heneker, who had been a forty-niner, whistled softly as they turned from the main trail into one that was nearly overgrown with young pines and the menacing thorn bush.

"Do you know this trail?" asked Beekman as Bill's astonished whistle broke the silence.

"Some," said the other dryly.

"Do you know the King Midas property?"

"Never heard of such a claim. I thought this trail led to the Old Glory Hole mine," evaded Bill, his eyes fixed on his pipe.

"How about you, Peter?" Beekman asked the other man.

"Never been up this way before," asserted Peter.

Somewhat puzzled by their sudden reticence on a subject upon which he had found them only too voluble, Beekman had doggedly followed their lead until the end of the day brought them to a dry creek bed and close to it the small shaft

opening of an abandoned mine. It was Bill Heneker who had hastened to the shaft house to look at the weather-beaten placard posted there.

"The King Midas Mine, James Hale Owner.' Is this what you're looking for, Mr. Beekman?" asked the old man, with a queer sidewise glance at Peter.

"Yes. Is this the mine?" returned Beekman, with a sudden sinking of the heart.

"Seems to be," said Bill gruffly.

"Then we may as well make camp." Phil Beekman had sat down in the shade of the lofty pine that thrust its crown high above the surrounding trees, and after a careful study of the map he had received from Hale he was ready to accept this spot as being the Golconda of which he had dreamed.

It had taken two days to discover the utter worthlessness of the mine. When the rubbish had been cleared away and some of the rusted machinery hoisted to the surface it was Bill Heneker who had broken the news to the Easterner.

"It's the Old Glory Hole mine masquerading under a new name. I worked in her fifteen years back, and the few ounces of gold nuggets that had been salted into her were all we ever found. Your friend did you up mighty neat, sir." The old man shambled away toward the tent they had erected and busied himself with the pack burros.

And so Beekman stood looking down into the hole in the ground that represented all of his dearly earned money. He had apprenticed himself to a profession that he might attain a competence with leisure to pursue the study of art—even now he was no mean illustrator—and, chafing against the tedium of waiting, he had staked his savings on this one throw—and lost.

He would have to begin all over again. The very thought of it nauseated him, and he determined to remain in California even if he had to seek some new employment. For awhile at least he would stay away from his hated law books and revel in the mountain life. His sketch book would be the richer for the experience.

So he paid his men and sent them away down the mountain side, while he re-

mained alone on the worthless bit of land he could call his own. The days were dull enough when he was not sketching, for continually there were thoughts of his traitorous friend Hale, and gradually there grew upon him the conviction that Hale's action might have had a double motive. There was a girl back there in New York in whom both the young men were interested. The thought came to Beekman now that possibly Hale had desired a clear field and had thus cleverly disposed of his rival financially as well as bodily.

Edith Lenton belonged to a rich family. That was another reason why Phil Beekman wanted money. He had dreamed of going back with filled pockets and bringing her out to his El Dorado, together with his sketch books, but all that was out of the question now. By the time he had saved more money, enough to give him courage to approach her, Hale would have won out and it would be too late.

So he spent the dreary days sleeping at night under the pine boughs, inhaling the spicy breath of the mountains, cooking his own meals, bathing in the waters of a tumbling cascade close at hand, sketching until he was weary and night again claimed him and closed his eyes.

It was a lonely life, but in the end it proved to be a healthy one, for Phil broadened out marvelously, and his face lost its city pallor and was most becomingly brown.

One day he packed a lunch and, with sketching block and pencils in his pocket, set forth, hoping for some material in the surrounding valleys. Just as the midday sun was throwing squat shadows of the trees against the ground Phil stumbled across a most inviting spot. Within a circle of gigantic pines there was a little broken gully bordered with wild flowers in a riot of color. Near by a little rill of cold water burst from the rocky soil and splashed musically in a stony pool.

Refreshed by his luncheon and lured by the quiet beauty of the spot, Phil reclined on the pine needles and idly watched the flowers dipping in the light breeze.

All at once something bright attracted his eye, and he watched it curiously. It flashed in the sunlight, and he realized

that it moved, but so slowly that on a cloudy day its movements might have been imperceptible. After awhile it flashed again among the flowers and was lost to sight.

Lazily yawning, Phil got upon his feet and went to investigate. What he saw he never forgot.

Slowly creeping among the flower roots was a large land tortoise, perhaps ten inches long. It was much like other tortoises save that its armor plate appeared to be of pure gold.

With a whoop of excitement Phil picked up the tortoise and examined the shell, careful to keep his fingers from the snapping, angry jaws of the little black head.

It was gold—pure, virgin gold—which had accumulated on the back of the animal until his armor plate was worth many dollars. Where had he come from? Where was he going? Back to his golden nest, where perchance his rough shell had grazed so continually against pure gold that in the years of his existence he had amassed a fortune upon his back?

Philip Beekman asked himself these questions with dizzying haste. Then upon sober reflection he decided to release the tortoise and follow it to its home—if it took a year to get there.

"I've tried the hare's mode of progress—the get-rich-quick method. Now I'll give the tortoise way a trial," he muttered grimly, and, so saying, he placed the tortoise on the ground and waited patiently while it recovered from its fright and once more resumed its leisurely journey. It was headed down the dry gully, and Philip followed it, pausing occasionally to sketch, but never losing sight of his golden guide.

At nightfall he had progressed perhaps 200 feet, but he was not dismayed. He bored a small hole in the edge of the upper shell, receiving a severe bite in consequence. In this hole he inserted the end of a piece of copper wire that his pocket had produced and so tethered his captive to a small tree. He threw himself on the dry needles close by and slept until daylight, when the scrape of the wire across his bare hand awoke him.

The golden tortoise had bitten through

the wire and was resuming his interrupted journey, trailing the length of copper in his wake.

Phil arose and resumed his tedious chase of the tortoise, and it led him through thickets of rhododendron and thorn bush, up rocky hillsides and down slippery knolls covered with pine needles, until long after noon on that second day he toiled wearily up the bed of a dried water course and saw his tortoise disappear in a crevice among the rocks.

Here, then, must be the gold-lined chamber where the tortoise had found his precious coat of mail.

His compass told him he had been moving toward his camp at King Midas mine, and he knew that he could not be very far away from that spot. He had held the copper wire, with his captive struggling at the other end, which was lost among the rocks. Once more he tethered the creature to a small sapling and hastened on.

In ten minutes he sighted the ridgepole of his tent, and ten minutes more found him back at the tortoise hole with pick and shovel. He arrived just in time to see the tortoise escaping for the second time.

A few downward thrusts of the pick and he could pry the loose, sand-cemented rocks asunder. An hour's hard work revealed the turtle's hole—such a pocket of gold as he had never dreamed about! He laid bare the corner of a ledge that was rich in the precious metal.

He had gloated over the find for an hour before it occurred to him that this was not his land and he must stake a claim and file it, provided that it was not already staked.

As he hurried back to his camp he stumbled over a stake thrust in the ground. With a pang of misgiving he bent down to examine the crosspiece that was nailed to it and read:

"King Midas—property of John Lenton."

That was the irony of it. John Lenton was Ethel's father, and this find of Phil Beekman's belonged to a man who was already rolling in money, while the rascally Hale had palmed off the worthless Glory Hole under the assumed name of

King Midas. It was a pretty mess of affairs, and Phil tasted to the uttermost the bitter cup of disappointment.

He was standing there when voices reached his ear and steps sounded on the mountain trail. He turned to stare at a man and a girl, and they stared back at him until recognition awoke cordial greetings.

It was John Lenton and his daughter Ethel, and her welcome of the young prospector reproached him for his belief that he needed a fortune to enhance his desirability in her eyes.

"I've got a mine out here somewhere, and, as I needed a vacation, I thought I'd run out and look it up. Ethel insisted that she should come too. I expect it's a hole in the ground and nothing more—eh, Beekman?"

"If it's the King Midas mine," said Phil slowly, "I've just discovered something that will make you glad you came out."

"It is the King Midas. What about it?" asked the other promptly.

Phil told him the whole story, omitting nothing save the name of Hale. Then he took them to the water course where the golden tortoise had his hole and showed to their wondering eyes the store of gold. And as if in confirmation of his story the gold-plated creature crawled forth blinking into the sunlight.

"I believe this ledge runs along and down toward your Glory Hole!" cried Lenton after a long examination of the property. "Now that you have discovered the gold for me, suppose we form a partnership of the two mines and work 'em for what they're worth. We ought to call it the Golden Tortoise. What do you say, Phil?"

"There is only one thing to say," said the young man gratefully. "Yet I am not afraid to protest that there is one other thing that will make me the happiest man in the world if you will grant it, sir."

"Come and ask me about that after supper tonight," said John Lenton with an enigmatic smile at his lovely daughter, and then he turned his back and walked to the old Glory Hole shaft and looked down, and there he saw a happy old age,

the fulfillment of love and perhaps grandchildren playing about his knees when he was weary of the business world.

Those two, standing alone by the home of the Golden Tortoise, saw nothing but an earthly paradise.

### The Flirtation of Anne

BY RITA KELLEY

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The delayed invitation of Janet Fair's house party almost caused a rupture in the Halliwell family, so intense was the scramble to get frocks that matched the shoes, girdles to match the frocks, with sufficient everything into the traveling bags and Anne off to the station for the 4:50 train. At the last minute she snatched from her writing desk a few pages torn from a magazine and stuffed them into her handbag as she hurried down to the cab. Janet had sent her the story a fortnight ago, and the success or failure of the week end for her depended upon whether or not she waded through it before she reached Brentwood. Janet had set opinions about some things, among them her love for conventional Anne and an overweening desire to provide literature much diversified by commentaries for her best beloved.

Anne made the train. As she hurried down the platform and climbed into the car a feeling of wild good humor possessed her. The old cramping demureness that savored of self consciousness in her personality had been lost in the excitement of the last hour. She found herself within the car with the exhilarating desire to do something rash.

She didn't know what exactly. Then it flashed over her. No more old ladies, or women with children, or nice elderly men. She shuddered at thought of the innumerable times she had asked to share their seats—no. This time she was free from tradition. She would pick a winner! With brave determination she gripped her bags and set out down the aisle in quest of him.

He was at the extreme end of the car. Big and brown, and he looked the part. The little query was said, the alacrious moving of bags ended, and Anne sank



into the man's place by the window, facing him, with a tiny feeling of exultation.

He was a winner sure enough, handsome and with the most charming manner imaginable. Anne dubbed him a Harvard man when he lifted his hat. They were all so delightfully gallant. She was not in the least embarrassed by his intermittent gaze, which was timed, as only a winner knows how, to meet her vagrant glances. She knew her hat was immeasurably becoming, with the pink rose and soft plume against her brownish hair; also that her blue fox set was the latest cry in furs and her gloves and boots correct. It occurred to her presently, however, that she ought to convince the man of her complete disinterestedness in choosing him for a traveling companion.

Accordingly she drew the portion of magazine from her handbag and settled herself comfortably. There were six pages of it, and she knew that, provided she read leisurely, it would last until she reached Brentwood. Janet had a third virtue. She considered, speculating subconsciously, with eyes fixed on the flowing landscape, over a long look which she had just interrupted, were his eyes brown, or gray or green? Oh, Janet's virtue! Well, it was providing literature for traveling young ladies who were in danger of reverting without warning to embarrassing original self consciousness.

Janet had scribbled in her bold chirography wherever an interlineation was possible fond, foolish things which Anne soon forgot to read in her absorption in the story. She loved a horse, and this was a hero handled with the sympathetic touch of a lover of horses. Tears sprang to her eyes, to be succeeded by a smile, a low laugh or strained intentness and pain. She finished the story as the train whistled for Brentwood, with an overwhelming desire to lean over and tell the man facing her that it was the greatest story ever written; that she wanted to tell him about it; that she knew he would understand.

Carried outside herself, she leaned forward impulsively, her lips parted, eyes glowing, about to speak. Presto! Her mind sprang like a trap, and she bent over her bags instead, embarrassedly pre-

paring to flee. She gave him the fleetest of glances as she rose, and he looked steadily at her while a suspicion of a smile, appreciative and friendly, came into his eyes. She had the story with her; but, suddenly following an impulse, she dropped it as a thing of no value upon the seat.

Janet Fair was in a state of woe. The lion of the house party had not materialized. Frantic telephoning and wires disclosed the fact that he had left town for Silox, next station beyond Brentwood, on the 4:50 train and had been seen no more. The Fair country place stood midway between the two stations used impartially by the Fair guests, and a coupe had met both stations, one bringing Anne Halliwell from Brentwood, the last woman guest.

"He is yours, dear," said Janet, drawing Anne out into the chill moonlight on the little balcony. "Put this shawl over your shoulders—your gown is so sheer and lovely—and promise me, if he becomes manifest alive or dead, that you will smile upon him."

"Why don't you take him yourself?" laughed Anne.

"Can't. Never sees me. Told me confidentially that he adored the svelte, dreamy girl made of repose and inner reserves, and—I handed him over to you. You'll have to take him bodily, for Gladys Whitcomb has sharpened up her teeth and nails ready to spring and drag him off."

"But, Janet," protested Anne, "I never went in for a man in my life. I couldn't do it. It's so dead common. I'd hate myself."

"I'm a deep-dyed villain!" growled Janet, striking an attitude. "You blessed lamb, don't I know your proclivities? Rack your naive brain for a simple and good reason why I sent you a belated invitation, why I expected Aubrey Churchill on the 4:50 train, why?"—

"W-was"—

Anne started in consternation, lost her balance against the low railing and was reeling backward when strong arms caught her and set her upon her feet. Then a traveling bag was flung upon the balcony, and, emerging from the shrub-

bery beneath, a man vaulted beside the girls.

"My lady of the story," he said, smiling whimsically upon Anne, who, after one swift look, was trying vainly to melt into the shadow. "I have a score to settle with you after I get something to eat. Just look at this saturated brow, will you? It's like a sponge. And these aching arms carried that bag ten miles on an empty stomach."

"Oh, jolly!" screamed Janet ecstatically, sliding through the French window. "You'll have a banquet, Aubrey Churchill."

A terrifying silence followed the click of the window behind Janet's exit. Anne stood on the chilly balcony with the perfect stillness that precedes either attack or precipitate flight, gazing straight into the steady eyes of the man before her.

Then, turning swiftly, she wrestled with the window fastening for an instant and fled. The man, laughing softly, stepped into the library and called, "The tilt after the banquet, remember," as she escaped the room.

He was a young man who would have his way, Anne discomfitedly admitted later. She had been playing fox and geese with him desperately all the evening, with the dawning conviction that she was the singular goose. When he cornered her in the dim library as the other guests drifted into the music room she almost gasped surrender.

"Now, Miss Story Lady," he said, thrusting his hands into the pockets of his tuxedo and looking tremendously handsome, with an expression of mock severity on his clean-cut face, "why did you do it?"

Anne squirmed preparatory to flight, but he blocked egress from the divan, and she settled back, with a laugh that tried to be trifling.

"It was a great story, wasn't it?" she said irrelevantly.

"Don't you know," he said, dropping down beside her, "that you ought to apologize for causing me to discommode our hostess?"

Embarrassment enveloped Anne. She was groping desperately for that will-o'-the-wisp, her dare-deviltry, that had got

her into this difficulty and refused to extricate her. "W-why didn't you get off?" she stammered, a flush mantling her cheeks. "I did not keep you there."

"But the story did." He smiled insistently upon her as he drew the pages from his pocket.

Anne's heart stopped. She had forgotten the scribbles on the margins when she dropped the story in the car.

"It seems we have a staunch admirer in Janet," he said gently, "and I, for one, quite approve of her. I was deep in a panegyric on your charms and virtues when the train went through Silox."

Anne groaned. She could not help it, knowing, as she did, the extravagance of Janet on paper.

"She has everything arranged," he continued, smiling subtly down at the helpless girl half facing him. "Bridesmaids—think of it—bridesmaids! We didn't either of us know that when we started out this afternoon, did we?"

Anne suddenly buried her face in her hands. He looked at her a moment musingly, then ever so gently extricated her fingers and made her look at him.

"Janet is a clever girl," he drawled. "She said you would have to be taken with a trick."

Anne blinked. Where was her vaunted demureness? "No such thing," she blurted out. "I did it myself. I knew you were a winner."

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### An Ancient Mariner's Tale

BY F. A. MITCHEL

The bells were tolling in a fishing village where I was temporarily stopping. On a wooden bench facing the ocean sat an old man, and I, having time on my hands, sat down beside him. I asked him the cause of the tolling, and he said that a sea captain who had long been a resident of the place had died and was being buried. I remarked on the dismal effect of the strokes, each stroke following the one before after a long interval in painful regularity.

"You think that a dismal sound, sir?" said the old man. "What would you think if you heard a bell a-tollin' for the dead that had been rigged by theirselves for.

that particular purpose? In these yere case a sexton is pullin' on the rope; in the case I'm talkin' about the dead was a-tollin' the bell."

I looked aside at the old man curiously. There was something about him to indicate that he had been a sailor and a light in his eye that caused me to wonder if he were not an Ancient Mariner with a tale to tell. Though the light did not exactly indicate insanity, the fact of his speaking of the dead tolling their own funeral bells looked suspicious. I asked him to explain, and he did so as follows:

"When I was a younker I sailed from this port every two or three years for the east. There was no Suez canal in them days, and we always went around the Horn or the Cape. On one o' them voyages when we was in the Pacific what I'm goin' to tell you happened. The Pacific is so big that it's kind o' lonesome. When a pusson has seen nothin' but water for a month and nary a ship or sighted land, even a sailor will sometimes feel as if he's lost in never endin' space.

"One night when we'd had reason to feel that way I was one o' the watch, and, sailin' along in the darkness—there was neither moon nor stars—I thort I heard the faint sound of a bell. I listened hard and heard it again. When I heard it a third time I asked one o' the watch if he heard it too. He listened and said he did. Then I knowed it wasn't my fancy.

"One after another the rest o' the watch heard the sound. It wasn't regular; the strokes come any way. There wasn't no bell at sea that ever made such sounds except a bell buoy. But we was in the middle o' the Pacific ocean, where there wasn't no need of a bell buoy. And yet the strokes kept comin', sometimes near together, sometimes far apart, sometimes heavy, sometimes light, and in that big ocean o' blackness atop and below they was awful melancholy.

"Either we was movin' toward the sounds or they was movin' toward us or mebbe both. Anyway they was growin' plainer. The ole man come on deck all of a sudden. He'd heard the tollin' and couldn't make it out. It drifted past us in the darkness, soundin' clear for awhile, then growin' fainter astern. The ole

man couldn't bear to lose it without knowin' what it was and give an order to put the ship about and stand by or follow if needed till dawn, which was a couple o' hours off. So we did, and durin' them two hours, the dolefullest I ever experienced, we kept within the sound o' that bell.

"Mornin' come at last, and a couple o' miles away we saw something black, which, as the light grewed, turned out to be a dismantled ship. She was a-rollin' and a-plungin', and every time she rolled or plunged we heard that solemn tollin'. That's what we'd been hearin'—the wreck's bell.

"The old man allowed that she was a derelict with no one aboard of her and her bell rope had rolled away or become unlashed. We sailed up to within a short pull of her, and the second mate boarded her, I bein' one o' the boat's crew to take him there. Her decks were a-wash, and it was plain there was nothin' alive on her before we got to her. We went on to her deck for'ard, which was a little higher than the stern, and looked around, but we didn't go below. One o' the men looked down a hatch, and his report was not encouragin' for us to go down among the dead men, and we let 'em alone.

"Well, now, I told you that I'd known a case where the dead tolled their own funeral bell. This was it. The crew, knowin' they was doomed, had nailed a board up near the bell and had painted on it a message—

All hope gone. The ship's bell will toll our requiem.

"They had cut away the bell rope entirely.

"We'd brought a blast with us to sink the ship, and we put it where it would do the work, but the ole man, fearin' we might fail, had ordered the mate on no account to leave that bell a-tollin' to give persons on other ships the shivers. We'd brought axes with us, of course, and before firin' the blast we chopped away the bell's supports. And, would you believe me, sir, when it rolled down on to the deck it sounded like a dyin' wail.

"'Heave the cursed thing overboard!' yelled the mate.

"We did that to, and when it struck the water it sounded like a dead man's last gasp."

My man had proved a veritable Ancient Mariner, and with as gruesome a tale. I was glued to my seat till he had finished, then, muttering something like thanks for his story, I left him. Fortunately for me, as I did so the tolling of the funeral bells ceased.

### It Was Very Plain to Her

BY SADIE OLCOTT

I am an American girl and, what's more, if there is anything stirring I want to be in it. When the pan-European war broke out I was traveling in the Balkan states and made the acquaintance of the wife of one of the chief diplomats. I don't specify because there is a lot in this story that it wouldn't do for me to reveal. Indeed, I shall endeavor to tell it in a way that my own identity shall not be known.

From my friend the diplomat's wife I heard a great deal about the struggle between the entente and the central powers to secure the adhesion of the different Balkan states. I was impressed with the fact that there was a lot of chicanery going on and was seized with a desire to take a hand in it, for the representatives of each side were ready to pay any price for information as to what the other side was going to do. I dropped a hint to the diplomat's wife that I would like to try my hand at diplomacy, which she understood to mean spying.

The very next day I received an invitation to call at a certain embassy. I was received by the secretary of legation. He was the most clean-cut man I had ever met, very handsome, with a certain impressiveness about him that is indescribable. I made up my mind then and there that whether or no I succeeded in a diplomatic mission I would bend all my energies to securing him for my own sweet self.

Mr. Fauntleroy—so I will call him—told me that the entente allies were in great doubt which way the Bulgarian cat would jump. He expressed the idea in the choicest language, but I don't re-

member his words. He wished me to go to Sofia and gain the confidence of some Bulgarian magnate and worm out of him which side King Ferdinand was going to declare for. I prolonged the interview with Mr. Fauntleroy as long as possible, all the while giving him such little hints to attract him to myself as a woman keeps ready for the purpose. When, however, I could think of no more points on which to ask instructions I bade him goodbye and set out for Sofia.

I was some time getting the information I desired, for there was only one person who knew what the king had decided to do, and that was the king himself. Indeed, I got the information, not from a person, but from my own observation. Sometimes the plainest thing to a woman is that for which she can give no reason. I soon knew that King Ferdinand would take the German side. How I knew it I cannot tell you, though it was as plain as the nose of the king's face, and every one who has seen him or his picture knows that his nose is not to be mistaken for any other nose.

Returning to Mr. Fauntleroy, I told him that the king would jump toward Berlin. When I was asked the source of my information I said that I had succeeded in making a hiding in a room where the king had received a deputation of Bulgarian magnates, who had come to protest against his majesty's taking sides with Germany, and I was convinced that he was fooling them. Mr. Fauntleroy asked me how I knew the king was fooling them, and I replied, "Just as any woman knows when a man is not to be trusted."

Mr. Fauntleroy said he reckoned I was not cut out for a spy, though he offered to pay me for my work. I declined to take anything.

"But," I added, "Mr. Fauntleroy, if you act on what I tell you you will gain credit in your profession."

I gave him a pleading look, as though I was awfully interested in his success, and I really think he believed I was interested for him and not myself. He endeavored to persuade his superior and other diplomats to send word to London and Paris that King Ferdinand was about to declare for the central powers. But none of those

great men could see what was A B C to me, and when the king did join the Germans they were all very much astonished, and the powers they represented were caught in a position for which they were by no means prepared.

There was one, however, who could say, "I told you so." That was Mr. Fauntleroy. He had taken the precaution to enter a protest to his government against trusting King Ferdinand and recommending certain movements of troops in view of Bulgaria's action. It was risky for him to do this, for it must be done over his chief's head. Judge of the secretary's delight when his chief was ordered home and he (Fauntleroy) was made ambassador. He sent for me, and the moment I entered the room, in his ecstatic condition, he took me in his arms and kissed me.

Of course by that action he put himself in my power, but he never realized that it was the turning point between us. When he introduces me now he does it with intended facetiousness.

"This is my wife," he says. "We work very well together. My diplomacy is founded on reason, hers on instinct. I would give fifty of my reasons for one of her instincts."

Be this as it may, his start as a diplomat was entirely due to me. And yet I take no credit to myself for what occurred. How so many diplomatic thunderers can fail to see what was so plain to a woman with no education in diplomacy whatever is unintelligible to me.

### Tale of a Lost Engagement Ring

BY ETHEL HOLMES

"What do you mean, Clara, by associating with that thief Ralph Cummings? Do you wish to be ostracised by all your friends?"

A singular expression came over Miss Rathbone's face, an expression that cannot be described, though some idea of it may be formed by an understanding of what caused it.

"That thief, as you call him, is my fiance."

"Your fiance?"

"Yes, we will be married next month.

I shall acquaint you with the story attending Ralph's being considered a thief, after which you will be able to form an opinion of my reasons for marrying a man so branded. You are my sister and have a right to know them."

"Why may not all the world know them?"

"That you will understand when you have heard the story. When the Tophams gave their house party the episode occurred which branded Ralph as a thief. You were not there; I was. One afternoon all the automobiles on the place were got out, and the whole party was taken on a ride. I wore a short astrakhan jacket with a pocket on each side. Of course we were plentifully supplied with robes. When we returned, before taking off our wraps Alfred Topham asked us into the dining room to 'warm up,' as he expressed it. We all gathered around the sideboard and were warming up when a servant stepped up to Alf and handed him a little box that had come by express during his absence on the auto ride. We all knew that Alf had been attentive to Evelyn Mansfield, and one of the men very indelicately cried out:

"It's the engagement ring. Let's see it, Alf."

'Alf opened the box and took out a ring set with a ruby between two diamonds. It was passed from one to another for inspection while the men continued to warm up. We spent some fifteen or twenty minutes in the dining room, and when we were about to separate Alf sang out:

"Who's got my ring?"

Every one looked at every one else, but no one produced the ring. For a time it was supposed that it would be forthcoming, but since it did not appear Alf's brows began to knit. We all joined in a search for it, on the floor, under the furniture. The ring was not found. The matter began to look serious. Had some one of the guests purloined it? Alf, being host, of course could not suggest such a thing, but his chum, Ned Thurston, presently said:

"I offer myself to be searched, and I dare say that all of you will volunteer for the same thing."

Everybody volunteered except Ralph.

He said that he must demur to such a process. We were all supposed to be ladies and gentlemen, and it would be an insult to each and every one of us to search us.

It took the party some time to digest what he had said, but the prevailing opinion was against it. Alf settled the matter by saying that he would rather lose the ring than put an indignity on any guest of his and forbade the search. Nearly every one considered Ralph's objection a virtual admission of guilt. It was believed that he had taken the ring, not foreseeing that he would so soon be caught with it on his person, and was obliged to choose between the course he took and full exposure. He did not wait to receive the cold shoulder, but left during the afternoon.

The blow fell as hard on me as it did on him. I had received nearly all his attention while at the Tophams, and the announcement of our engagement was expected before the party broke up. I didn't know what to do or say in the matter, so I took no course whatever, declining to express an opinion. But it was not pleasant for me to remain after what had occurred, and I made an excuse to go away the next day. They were all very nice to me, urging me to stay it out.

"Soon after my arrival at home I was called to the telephone, and Ralph spoke to me.

"'Have you found Alf Topham's ring?' he asked.

"'Have I found a ring? Do you mean to accuse me of being the thief?'

"'Look in the pocket of the jacket you wore on the auto ride. I have hoped you had found it. God grant it's there.'"

I was thunderstruck. On entering the dining-room after the ride my jacket being too warm for the heated room I had taken it off and laid it on a chair in a corner of the room. Telling Ralph to hold the wire, I ran to a closet in my room, thrust my hand into the pocket of my astrakhan jacket and took out the ring.

"Running back to the phone, I told Ralph what I had done. He begged me not to utter a word to anyone about finding the ring till I saw him. He would come right over.

"And now, Belle, I shall tell you how the ring got into my pocket only on your promise never to reveal it without my permission."

"I give it."

"You know you warned me against Rebecca Townsend."

"I did."

"Ralph, while the others were intent on warming up, saw Beck put the ring in the pocket of my jacket. Ralph saved me from her venom by taking the blame himself."

### How the Castle was Saved

BY F. A. MITCHEL

One traveling in Germany is impressed with the number of ruined castles he sees everywhere. These castles belonged to a period when the German emperor was much more of a figurehead than he is now, and the nobles were each and all independent owners of one of these castles and a small quantity of land surrounding it. The reason why the castles were all built on high ground was that they could be more easily defended.

The baron lived by levying tribute on merchants who passed here and there beneath him. Leaving his stronghold, he would swoop down on some luckless trader and either carry off his merchandise or levy tribute in cash. The only real fighting the barons did was with each other.

One of these nobles, Baron Rudolph Gothall, was growing old when he married, and a daughter, Bertha, was born to him. When her father was too old to fight any more Bertha, who inherited masculine bravery with feminine traits, seemed to consider it her part, since she had no brother, to take his place. She began by putting herself at the head of a force who sallied forth to exact tribute from a party of merchants. She had been told that since her father owned a narrow strip of land over which the traders must pass she had the right to make them pay for the privilege. She acquitted herself so well on this expedition that she thereafter was acknowledged as commander of her father's vassals.

From a little girl born in times when arms for those of rank was the only profession Bertha had learned the art of defense. Something in the construction of her eye, in the nerves, or perhaps both, rendered her remarkable in fencing not only for a woman, but for a man. There was no strength in her success. It was all art. Often of an afternoon in the castle court she would challenge some one of the men to a friendly contest with foils and would usually come out victorious.

The age and decrepitude of the baron led his younger neighbors to believe that he would be an easy prey and that his domain might be appropriated. They knew that he had no son to take his place and that there was no one to defend his castle except a girl, and, although they had heard something of Bertha's exploits, they did not deem her a competent adversary. There was one young man who through the death of his father came to his inheritance very young. His domain adjoined that of Baron Rudolph, and as soon as his father died he proposed that the two estates should be made one by his marriage with Bertha.

The truth is he had seen Bertha and had conceived a passion for her. It was as much his desire to possess her as to unite the two estates. One morning he rode up to Baron Rudolph's castle and sent in word that Count Stinzel desired an interview. He was admitted, and Bertha, who was at a window when he rode into the court, saw him. Baron Rudolph promised to submit the proposition to his daughter.

The answer Bertha gave was that she would accept Count Stinzel for her husband on condition that the ownership of the two estates should be decided by a friendly contest between them with foils. If the Count proved victorious they should both belong to him; if Bertha won, they should both belong to her.

The young Count could not very well decline such a proposition if he had wished to do so. He would become the laughing-stock of all the country round about. But he had no desire to decline it. He was as well skilled in the use of arms as the average man, and if he could not win

from a woman he considered that he should deserve to come under the feminine yoke. He sent word that he accepted the challenge on the terms offered.

Bertha being a woman, the Count agreed to fight in the court of her father's castle. He came on the day appointed for the contest with a number of his principal retainers. Bertha came into the court in a fencing costume that was very becoming. She and the Count met at a table on which two copies of the contract were placed and signed them in presence of witnesses. Then they proceeded to the center of the court, and the contest began.

From the first the Count's movements in contrast with Bertha's agility seemed a trifle heavy, though it was evident that the strength was all on his side. As to that something we call skill, which is really in the physical makeup of the fencer, it was all on the side of Bertha. It had been embodied in the rules governing the contest that victory should consist in the first one to touch a red heart fixed to the left breast. Suddenly the Count's foil flew up in the air and left him defenseless. All Bertha had to do to win was to press forward and touch the heart on her adversary's breast with the button of her foil. Instead she dropped the point of her weapon to the ground and her eyes at the same time. It was apparent to all that though she had won the victory she would not take it.

The Count stood looking at her for a time; then, walking forward, took her in his arms and kissed her, a shout arising from those who witnessed the scene.

The two estates were united under one head and thus saved from those who would have conquered Baron Rudolph Gothall.

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### "Blest Be the Tie That Binds"

"Blest be the tie that binds." No words are more eloquent and sweet than these. It matters not whether they come from the trembling lips of grandmother as she sits by her hearthstone and hums to the sound of prattling children; or are fervently breathed forth by the village choir and a band of contrite worshippers; or are trumpeted through the halls of joy

and gayety, they are equally impressive, for they tell a story of the heart.

The wanderer hears them and harks back to home and kin and loved ones; the outcast listens and thinks of what might have been; they float out upon the deep and thrum upon the heartstrings of the hardy mariner and bring a tear from his weather-hardened eye, for on land and sea, it is indeed the tie that binds that is blessed.

"The tie that binds" brings heart to heart, soul to soul. These are the words of the song of fraternalism, the binding tie of the ages; the most blessed and enduring tie of all. The fraternalist who knows and feels this gently encircling bond is the fraternalist in fact. This type is he who, once a fraternalist, is always a fraternalist. He finds pleasure and comfort in this principle of brotherhood and in emulating its teachings, in reaching out a hand to brother and sister, be it in sympathy or in congratulation. Who can say that the teachings of fraternalism are merely sham and shallow sentiment? Were there nothing more than the touching and heart-breathing words of the ritual of any fraternal society, it would be enough, for they form "the tie that binds." This is living testimony of the hundreds of thousands who are members of societies which are purely fraternal. Such societies grow and will continue to grow and to spread their influence of brotherhood and sisterhood so long as the world stands and its people become better and purer in thought and deed. — *Fraternal Monitor*.

#### How Indians Compute Time

Certain of the reservation Indians still cling to the calendar of their ancestors. The Indian method was to compute time by sleeps and moons. A sleep is twenty-four hours, and a moon is a month. There is also a midmoon, where the sun is at 12 o'clock meridian. This hour is indicated by pointing overhead.

When an Indian pointed quarter way up the sky, he meant 9 o'clock; when he pointed quarter way down, he meant 3 o'clock. Sunrise was the eastern horizon and sunset the western.

When there was a moon, the time was

indicated in the same way as by the sun. Were an Indian asked the distance to a certain place, or how far he had come, he would say so many sleeps or days' travel. A sleep, as describing distance, was about thirty-five miles when walking deliberately, or from fifty to seventy-five miles if going in haste with a message. — *Philadelphia Inquirer*.

#### Music and Memories

Have you ever noticed how music can revive old memories and associations? There is nothing that can do this so effectively as music. Have you ever associated a certain composition with certain persons or occasions? I shall never forget one day in the summer of 1893 when visiting the World's Fair in Chicago.

A party of us were going out to the grounds on the whaleback, and on our deck sat a young fellow playing the mandolin and singing "After the Ball." It was new then, but now after so many years, whenever I hear it, the above occasion comes to my mind.

"La Paloma" I once heard in the Ponce de Leon hotel in St. Augustine, Fla., played by some Hawaiian musicians. Their rendition was most beautiful and is always recalled when I hear it. "My Wild Irish Rose" I heard first in Hotel Astor in New York. The occasion was a brilliant one; two friends and myself were dining and the orchestra in the balcony was playing a repertoire of Irish airs. That scene is the first on memory's page whenever I hear anyone sing "My Wild Irish Rose."

The operas of "Lucia" and "Parsifal" I always associate with two very dear friends and the auditorium in Chicago. The well-known "Liszt Rhapsody" I have heard dozens of times, but now I always associate it with a young boy who played it on the opening night of a new theater in Broadway, N. Y. It seemed remarkable that one so young could interpret so well that difficult composition.

A young friend of mine loved the plaintive air "Oft in the Stilly Night." He died of tuberculosis at the age 27, and now if anyone merely mentions that song, I can almost see his sad face.



"Home, Sweet Home" impressed me most at the age of eight years, when I was one of a trio of little girls who played it together at a school concert. Being the youngest and small for my age, it is needless to say I was the star performer. In a local hospital, thirty-five years later, I heard a little childish voice singing that dear old song. Upon inquiry, I learned that the singer was an orphan boy who had never know what a real home was. Several airs from the opera, "Hear Me, Norma," always remind me of my father, who played the violin, and that was one of his favorite operas.

Music often makes the deepest impressions in the greatest crises of our lives, whether occasions of happiness or deepest sorrow. No doubt the hymn "Nearer My God To Thee" will ever remind the survivors of the Titanic disaster of that never-to-be-forgotten tragedy.

J. M. C.

#### James J. Hill's Apothegms

"Railroading is elementary. All you have to do is to increase your ton mileage and keep down your train mileage."

"A station agent likes to sit in a swivel chair and attend to correspondence. We

can get men for \$75 a month to do that. What he ought to do is to get out on the platform, and watch the stuff being loaded on the cars, and see to it that all that is possible is stuffed in a car. Loading, loading, loading, that's what solves the problem."

"I've made my mark on the surface of the earth, and they can't wipe it out."

"Men without land are a mob, and land without men is a wilderness."

"The spur of necessity is a rich heritage."

"A man must make up his mind that if he takes another man's dollar he must give back to him an honest return."

"If a man is not honest he is bound to fall eventually."

"Crown your smallest actions with the halo of earnestness."

"Confidence is the basis of a stable business. If you do not trust yourself, who will? But be sure of your ground for confidence."

"Opportunity comes sometimes disguised and surrounded by hard work and adverse circumstances."

"Truthfulness does not alone consist in telling the truth, but more often in doing it."

"The morning hours are the best hours of each day." —*Railway Age-Gazette.*



GUESTS AT HOTEL PUTNAM, HOT SPRINGS, ARKANSAS

G. A. Preston and wife, O. R. C., Div. 188; R. J. McDonald, B. R. T., Div. 223; J. T. Love, B. R. T., Div. 696; G. A. Dillon and wife, O. R. C., Div. 324; D. E. Gallon, B. of L. E., Div. 188; I. E. Grimes, B. of L. E., Div. 50.

—Courtesy Bro. I. E. Grimes.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Good-Bye and Hello !

Good-bye! old year, we leave you here,  
You're at your journey's end;  
We'd gladly stay another day  
With you, and mose, old friend;  
But time, you know, must onward go,  
And we must keep the pace,  
'Till hour is due, when we like you  
Must also quit the race.

Good-bye! old year, we leave you here,  
We bid our last good-nights;  
But like a dream or running stream  
Of which the poet writes,  
That turned the mill, you also will,  
In song and story dwell.  
In future days we'll sing your praise,  
Farewell, old year, farewell.

Hello! New Year, pray what of cheer,  
May we expect from you?  
What joys or sorrows bring you here?  
What tasks for us to do?  
What credit for the good we've done?  
What penance for our sins?  
We'd like to clear our standing here,  
Just as the year begins.

We shed no tears o'er doubts or fears  
Of what your coming brings;  
In hopes we wait the dole of fate,  
Our cheers your welcome sings;  
But humbly pray, and hope we may  
Grow better while you're here,  
And live to say one year today,  
Farewell to you, Old Year;

T. P. W.

### Change

ATLANTA, GA., Dec. 5, 1916.

EDITOR JOURNAL: Since my last communication I have just been sitting on the fence and looking at the procession go by. It was some parade. Events transpiring in the last few months furnish one with abundance of food for thought. As we look out ahead of us we see a change, absolute and indelibly stamped on everything.

The laborer is worthy of his hire, and

why not all acknowledge the fact and all be friends? This world was not created for a few individuals; it was made for the pleasure of all, and that all mankind should be brotherly and enjoy to the fullest of the things therein. Why should any set of men pile up great stacks of wealth when millions of men, women and children want for that which is necessary to give their bodies strength to toil for tomorrow? Everybody knows the right way, and that is the practice of the Golden Rule, the best guide that was ever given to mankind. We find occasionally some fellow who possibly has been promised a slap on the back to do or say something that will not do him any good, but will do some Brother and the organization harm. But with all this the organization still stands; and of course it will always stand. I am sure that when the last day of this earth is at hand the B. of L. E. will be doing business at the same old stand. We are very much bewildered by the changes taking place around us, but we are trying to conform to them, and are making great strides. We are thankful that the B. of L. E. has some brains and leadership, and I know that the membership appreciates the fact. There is another man whose name I can hardly refrain from mentioning to whom we owe our respect. You all know who it is, so hurrah for him. When this appears in the JOURNAL we will be beholding a New Year. I wish you all a happy and prosperous New Year and the same to the men at the head of this, the greatest government on earth. We wish for Peace on Earth and Good Will toward all men

R. G. GAME, Div. 498.

### Aunt Jemima Shocked

I'd always thought, perhaps like you,  
That railroad men wur always kind,  
Wur decent to their wimmin too,  
And in a way a bit refined;  
But comin' on the train today  
I really couldn't help to hear,  
Some things I heard, which I must say,  
Giv me an awful shock, oh, dear!

Two men got on at Maple Dell,  
An took the next seat hed o' mine,  
Just who they wur I couldn't tell.  
But they wuz dressed up purty fine;  
Conductors, or maybe engineers,  
Fer one said, "When do you git out?"  
I couldn't, less I plugged my ears,  
Helped hearin' what they talked about.

They talked till I was almost sick,  
 About the wimmin folks o' course.  
 Sed one, "How is old Betsey, Dick?"  
 The other said "She's gittin' worse,  
 She's gittin' just so loggy, Bill,  
 That tho' I make her do her best,  
 She can't just pull a settin' hen, still  
 Less a turkey off her nest.

"She knocks and jars me till I'm sore,"  
 (Land sakes, I thot, that's good fer you,  
 Ef I was her I'd slam the door  
 An git a separation too.)  
 "But I'll make her hit the ball,"  
 Sez he, "er break her bloomin back,"  
 "Or else," sez he, "I'll scatter all  
 Her joints some night along the track."

The other brute then thot he'd jine  
 In tellin all his famly 'fairs;  
 He sed, "That Polly Ann o' mine  
 Is worse than yours, but then who cares?  
 She's gettin' lame and lamer, till  
 She hops along ke chuck a chuck;  
 She just falls down on every hill  
 An makes a feller cuss the luck."

But when he sed, "The other night  
 I choked her down a mile from town,"  
 Good gracious sakes, I hoped I might  
 Have strength to simply knock him down.  
 To think what lives their wives must live,  
 Was all that I could stand, an more,  
 So I just up at onc't an giv  
 One look, as I passed out the door.

T. P. W.

### Let Us Be Thankful for Peace

DECATUR, ILL., Dec. 10, 1916.

EDITOR JOURNAL: In reading the December issue of the JOURNAL, I find some very interesting matter, as usual, but one letter in particular appealed to me, the one from the Sister out in Kansas (Mrs. C. F. Vandaveer), wherein she refers to the ones that did not understand why the 400,000 working men were asking for shorter working hours and better conditions. It is true that the misunderstanding caused a lot of prejudice against the men. I found this so in the community in which I was located during the controversy, and I would be called upon at times, either in the corner grocery or around the threshing machine, to defend the cause, and make an explanation as to the real intent of the eight-hour law. Many of the people thought it meant that when a crew started out with a train they would stay with it for eight hours and then quit. They would ask me how the train would get the rest of the way; then I would explain. I would put it up to them this way: Mr. Farmer, let us imagine that you are going to ship a carload of stock out of here tomorrow. Now that carload of

stock is going just 100 miles. Would you rather that car be on the road eight or ten hours going that 100 miles? He of course would say eight hours. Well, that is just what the trainmen are trying to do for you. Instead of taking ten hours to go 100 miles at the speed of ten miles per hour, they want the railroads to increase the speed to 12½ miles per hour so they can go the 100 miles in eight hours, and if the railroads will do that, it will not increase the men's pay, nor cost the companies one cent more to handle that train than it does now. I further explained to them what organization meant to the labor world, if handled in a conservative manner, and what organization would mean to the farmer. As it stands now with the farmer, he takes a load of wheat, or a pound of butter to town, and the merchant tells him what he will give for his product, and if the farmer wants a pair of boots or suit of overalls, the merchant again tells the farmer what he will have to pay; now if the farmer would organize and put himself in a position to set the price on his goods the same as the merchant, he too would find out the benefits of organization. While it is true that during the eight-hour controversy, I was out in the weeds in the country, I was also thinking over the possible outlook, if it came to an issue. I perhaps looked at it from a different angle than most of the men that were directly interested, perhaps the most of whom were young men that had not had the experience along the line that some of the older ones had; but I could not help but think of some of the experiences that I myself have had, and if I remember right, that you yourself, my dear Editor, also had, and if the final result ended the same for the 400,000 as it had resulted for you and me, what would it mean? I remember in 1877, how the families suffered, how some lost their homes; then again in 1886, and then again in 1894, how hundreds lost all they had, and how a number of Divisions lost their charters. I remember that the charter of Division 155 was only retained by my giving my personal note to the Grand Division for the security of the Grand Dues. Then I thought, what if all the

Divisions in the United States became involved and we failed, what would become of our organization, and of our insurance? Some one says, no such a thing as failure. Possibly not, but I could see some chance. Human nature is weak, and there is always a number of unemployed. There was also a chance of getting mixed up with our good old Uncle Sam, and while he is a pretty good old Uncle, he possibly would not stand for only so much inconvenience before he would call a halt, and then what? I asked myself this question: Is it fair to the old men to ask those who are on numbers of good little easy runs to tackle the hard games that most of the younger men can handle, and who are about to be retired on a pension, to get down and sacrifice all they have worked for, when it meant not a thing for them? Many a night I lay in bed and rolled all these things over in my mind, hoping hard and strong that something would come up to settle the controversy in a peaceable way, and save the suffering and loss that might come otherwise. Like the Sister from Kansas, I think we have much for which to be thankful to the President. Let us remember him in our thanks for averting the trouble so that thousands and thousands may have a Merry Christmas and a Happy New Year. Fraternally yours,

J. W. KNOWLTON, Div. 155

### Increase the Membership

CENTERVILLE, IA., Dec. 4, 1916.

EDITOR JOURNAL: I have read in the last two JOURNALS where someone has asked that the members write to the JOURNAL, and in trying to find a fit subject I cannot think of anything at this time that to my mind should be given more thought than that of "Membership."

I am a believer in the closed shop and feel that we should begin to work now, with that object in view, and I am sure that much good could be done if the Chief Engineer of each Division would appoint a committee of three or five to get in touch with every engineer that does not belong to the B. of L. E., and have a real heart-to-heart talk with him, and point out just what the Order has done and is doing for those that run engines. They

should furnish application blanks and suggest they be made out so we can increase our membership in the coming six months.

I believe the time has come when we as Brotherhood engineers have a perfect right to expect the moral and financial support of every man that runs an engine for a living. Why not?

We find that as soon as one accepts employment in other callings he is waited upon by a committee and asked to join the union that represents it, and in some cases he must do so before he can work. The B. of L. E. simply waits for them and in many cases they never come, yet enjoy all the protection and rights that the members have. Is it right?

At this time most every man that has been promoted is running an engine, and the time is ripe to make a determined effort to get them in line, and if each Division will make a united effort by appointing a soliciting committee, and have the committee report progress at each meeting, there is no doubt in my mind but a lot of good can be done.

How can an engineer bring himself to believe that he is entitled to anything if he is running an engine and paying nothing toward the upkeep of the organization that represents his calling?

Let us get busy; let each Division try just for six months or a year and never let the non-member rest until we are sure of his position and, if necessary, ask the Grand Division to furnish a pamphlet for each eligible man setting forth the reasons why he should belong to the B. of L. E. If we cannot have a "closed shop," let us come as near it as possible.

Feeling that this is about the most important question before us as Brotherhood men at this time, I would be pleased to hear from others through the JOURNAL. We can do much good in that direction if we will.

G. W. SMITH, Div. 56.

### Think Right and Fear Not

GOODLAND, KANS., Nov. 30, 1916.

EDITOR JOURNAL: In presuming JOURNAL readers were pleased at his silence, Brother Woods misjudged at least one. The article on "Expensive Luxuries" created a thought worthy of consideration and should bear good fruit.

Certain articles are incorporated in many schedules which require an emergency or some unexpected condition to make them operative, and demand such abnormal rates that the transaction bears the earmarks of some get-rich-quick scheme instead of good business tactics, and occasions are so rare under which this excessive pay may be claimed that the articles practically become a nonentity and are often detrimental in securing more suitable concessions. Our interests must be cautiously guarded in all agreements, but such contracts should indicate fairness from any point of view, and in making schedules, the same as when transacting other business, instructions to go clean-handed should not be forgotten.

Some time ago we had occasion to complain of unfairness on the part of general managers because they selected a few highly paid engineers and held them to public view as a sample of wages paid such men, and we put forth an effort to disabuse the public mind by citing the average pay of engineers. While this controversy was yet fresh in the minds of all it was my fortune to hear a general chairman of another organization make a speech in which he claimed that train and engine-men received the least pay of any laborers in the country, and cited the most extreme cases to prove his contention. During his speech the managers were criticized severely for exhibiting the highly paid men, and it occurred to me that he considered himself more competent to delude the public than were the high-salaried railroad officials, for while berating them for the stand they had taken, he followed their tactics and seemed to think his own procedure logical. We should bear in mind that the public views such a controversy from an unbiased standpoint, and an exaggerated statement is liable to turn the tide of disfavor on its sponsor. This speaker reminded me of the fellow who favors strict seniority when he is benefited by such a course, but is not quite able to understand why a few days in age should cut much figure when another happens to have the few days. Many have yet to learn that concessions gained by persuasion from railroad officials are more beneficial and

lasting than those obtained in any other manner, and unfortunately, some of our most successful general and local chairmen, after giving their constituents the benefit of such an education, have been replaced by some vociferous Brother who advocates stern measures when addressing his co-workers, but is absolutely spineless in times of crucial need. We have all had to deal with the man who wears a chip on his shoulder and can testify to his disagreeable habits, and if any of us are unfortunate by having frequent altercations with our local officials it might be well to thoroughly review our own conduct and determine whether or not we are entirely blameless. Time may demonstrate the advisability of changing some of our by-laws, but the rule which prohibits discussion on religious or political matters should not be included, as criticism of one's belief in such matters is sure to arouse bitter and lasting antagonism; besides, the rule is a strong factor in maintaining harmony. But as we understand it, this law is intended to prohibit such discussions along sectional lines, and does not forbid a member seeking election of his favorite candidate, and since those chosen to fill high political offices of trust are in a position to assist or hinder us in a movement for betterment, it would seem a wise course for our members, individually and collectively, to favor those who seem friendly, and if it comes to the notice of our Grand Officers or legislative committeemen, that such a person is favorable to us, or otherwise, it would indicate negligence should they fail to notify the members at large, and shortsightedness on our part if we permitted an inherited political faith to interfere with bestowing the benefit of our franchise on those friendly to our interests.

In the above suggestion that time might induce us to change some of our by-laws I had in mind the law relative to making an issue, and it seems this law could be made more equitable, as we are aware that seniority is practically our stock in trade, and it is no more than fair that those who have the most of it should have the greater say in disposing of it, and a law providing one vote on such matters

for each year in service, as shown by the seniority list, would not be out of place, and would eliminate occasion for the charge which is sometimes made in such cases, that those with less at stake have an advantage, as each could then voice his sentiments according to the value of his stock, the same as stockholders in other corporations handle their affairs. On more than one occasion it has seemed incumbent to revoice a suggestion made by another in regard to general chairmen representing their constituents in conventions, and I am yet of the opinion such an arrangement would have many advantages over the present mode, but could change my mind should some Brother evolve a better plan and make it known by accepting the Editor's invitation to "write for the JOURNAL."

Fraternally, J. L. BOYLE, Div. 422.

### Our Resolutions for 1917

BUFFALO, N. Y., Dec. 4, 1916.

EDITOR JOURNAL: It has always been the rule that when a new year enters upon us we make many new resolutions, and, for a time, we keep them, but as the year advances we gradually fall back to our old habits, and we cannot see at the end of the year where we were benefited by the many resolutions we made on New Year's Day.

I have in mind a little incident that came to my notice some time ago of a friend of mine who was just as regular at making resolutions as he was to be on hand for his meals. He was a good fellow; to meet him was to like him, but he had a weakness, and that was gambling. My friend, Bill, we will call him, was a good workman, but he became so much interested in gaming of various kinds that he began to neglect his work, and after a time he lost out, thus putting his family in a very serious position. Bill's reputation as a gambler stood in his way of getting employment, and he soon saw that he must keep away from the "old crowd" if he were to reform. He also learned that the friends that he had at the card table now coldly passed him by. They had gotten all he had and were through with him. Then Bill braced up and got work at common labor, for he

had to get employment so he could earn and buy bread for his family, who were really needy.

He was humiliated to think of the humble position he had to accept, and as his memory went back to the days of his prosperity, to the days when he was a "good fellow," he began to feel ashamed of himself. Bill plugged away in his lowly position for two long years, until one day he met his old employer, who seemed pleased to see him, and inquired as to what he was doing. After Bill told the lesson his folly had taught him and how he had determined to gamble no more, he said, "I'm glad to hear it, Bill, just keep plugging away and some day you'll win out." Six months from that day Bill was back in his old position.

How many of us can muster the will-power to back up a resolution to live a better life? How many of us can face the world and say that we have fulfilled every resolution? How many of us have said on the midnight of December 31, I am going to be a better man, mentally, morally, physically and, last but not least, fraternally? and then fail for want of will-power? How often do we hear, "Say Jack, was you to meeting last night?" "No, what's going on?" "Damfino, I wasn't there myself." But he should know, if possible. Let "Jack" get into trouble and he'll be there, bell ringing and whistle wide open, to state his case and ask for the help of the Brotherhood he has so long ignored.

Now, to all members I would say, make a resolution, but back it up with all your will-power, that you will attend your Division meeting whenever possible, so as to give help and encouragement to all the members to do the things for which the B. of L. E. stands, in the benefits of which you and I, and every other member shares alike. DAVID E. HUFF, Div. 15.

### The "Three Graces"

BUFFALO, N. Y., Dec. 1, 1916.

EDITOR JOURNAL: Though many of our readers of the JOURNAL may not agree with me, I believe there are "Three Graces" coming this way; namely, the Eight-hour Day, Nation Wide Prohibition, and Woman's Suffrage; and that these

will have a very important influence for good on the future of our people.

I really believe the time is near at hand when eight hours will become the legal standard workday in this country for practically all workmen, and I am confident that results following its adoption will prove not only the justice of such a regulation, but also that benefits for all in the broadest sense will result.

The question of Prohibition is at present arousing nation-wide interest. Already practically fifty per cent of the states have declared for it, while in others, local option prevails to a large extent, and the November election proved there was a strong sentiment growing in its favor. Its promoters are very much elated over past successes as well as the present outlook, and the time is near at hand, I hope, that popular sentiment will favor it and will express its wishes at the ballot box in a most decisive and conclusive manner.

Another movement on the way that promises much is the strong tendency shown towards the extension of Woman's Suffrage. It is coming, my friends, nothing can stop it, because it is based on right and justice. Why our women should have so long been denied the right of the use of the ballot is hard for me to understand, and there is really no good reason why it should be so. The welfare of the country and posterity would be more safe through the influence of the ballots of our wives and mothers than with that of a large and irresponsible, as well as the ignorant element of our population who are permitted to exercise the right of suffrage.

The "Three Graces" are coming; are now on the way, and when their beneficent influences have been shown we will wonder why they have been so long delayed.

ON THE FIRING LINE.

### The Cost of High Living

YORK, PA., Dec. 6, 1916.

EDITOR JOURNAL: I wish to tell the readers of the JOURNAL a story as told to me by a Baltimore city official. About twenty years ago, a man who worked in one of the factories in that city for ten dollars per week bought a small home in

the suburbs. He would spend the long summer evenings in making improvements on his home. His breakfast would consist of corn or buckwheat cakes, country sausage or other plain food. His wife would pack a lunch for him and he would light his pipe and walk to and from his work in the city. This man paid for his home and raised and educated a son and daughter. Later on the son came to the city to learn his trade, while the daughter helped her mother to do the house and garden work, and now makes her living with crochet and knitting needles. Three years ago the father died, which left the son to care for the mother and the home. He earns twenty-one dollars per week, more than twice as much as his father earned when he bought his home. The son makes his breakfast of bluefish, fresh bay mackerel, ham and eggs, or other high-priced food, then lights a cigar, walks one block and rides to his work in the street car. At noon he goes to a restaurant and pays thirty or thirty-five cents for his lunch; in the evening he rides home again. His dinner also consists of high-priced food. After dinner he goes down town to get rid of some more of his cash. Now the house needs a new roof and other repairs, but the son has no spare money to have the work done. This proves that it is not always the high cost of living but the cost of high living that makes hard times for some people. J. F. WERNER, Div. 52.

### Bro. Joseph R. Bean and Wife, Div. 545

CHICAGO, ILL., Nov. 15, 1916.

EDITOR JOURNAL: Enclosed please find a photograph of Bro. Joseph R. Bean, who was retired on pension by the New York Central on August 1, 1916, he then being 70 years old. Mrs. Bean is also in the picture.

Brother Bean has been on this same railroad nearly fifty years. The name of the road has been changed several times during that time; from the Michigan Southern & Northern Indiana Railway to the Lake Shore and Michigan Southern, and then to the present name, the New York Central. Brother Bean is a credit to the city in which he resides, and especially to the Brotherhood, for Div. 545 is



Bro. J. R. Bean and wife, Div. 545

proud of his being one of its members.

Brother Bean is having the best of health, and we all hope he may remain with us and enjoy his well-earned retirement, as well as the pension he is receiving from the railroad company, for many years to come. It has often been said that after a man has been in train service as long as Brother Bean has, he cannot settle down so as to fully enjoy his retirement, but Brother Bean is an exception to the rule, for he seems to be enjoying it very much.

The following is a short sketch of the life of Brother Bean as he has related it to me:

He was born on the Atlantic Ocean in 1846. His parents settled on a farm 28 miles south of Chicago. When he reached the age of 20 years and being tired of farm life, he came to Chicago and started railroading the first day of May, 1867, firing a wood-burner for the Michigan Southern & Northern Indiana Railway. He fired until August 1, 1869, and was then promoted to engineer, and ran a switch engine until 1882. He then took a suburban run until 1909, pulling the same conductor all these years, Mr. W. Clark, who is now holding an office with the O. R. C.

On account of the long hours on the suburban run he took a switch engine, which he ran from 1909 until he was retired on a pension the 1st of August, 1916.

In 1882 he joined Div. 10 and was a member there until the Lake Shore men started a Division of their own in Chicago, T. L. Boyd Div. 545, of which he is a charter member.

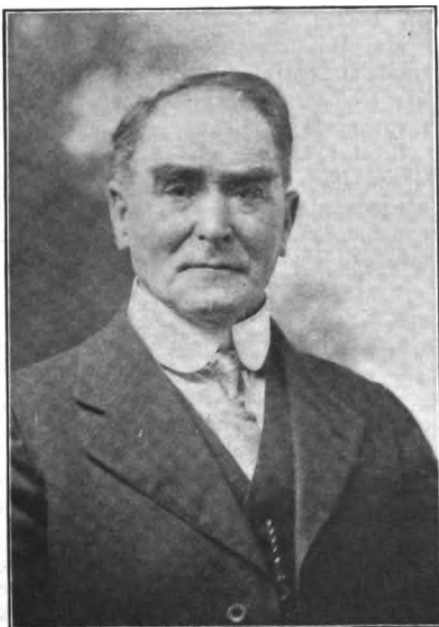
He was married on May 1st, 1877, and has two sons and two daughters who, with himself and wife, are enjoying the best of health. Fraternally yours,

N. P. STOHL, Sec.-Treas. Div. 545.

### Brother Walter Mathis, of Div. 24, Retired

CENTRALIA, ILL., Dec. 6, 1916.

EDITOR JOURNAL: Bro. Walter Mathis, of Centralia, Ill., recently retired, was one of the oldest engineers, in point of service, on the Illinois Central Railroad, between Cairo, Ill., and Chicago. He entered the employment of the Illinois Central at Centralia, Ill., in 1870. At that time he says he could neither read nor write, having to work on the farm during what should have been his school days, which was made necessary through the death of his father. After going to the Illinois Central, a Mr. B. Sadler



Bro. W. A. Mathis, Div. 24



taught him to read and write, and a Mr. J. K. Lape, foreman of the boiler shop of that company, taught him how to figure, Brother Mathis devoting an hour each evening to study for a long time.

After working one year and ten months in the shops, he went firing on the road. After firing four years was promoted to engineer, and has been running continuously on the Illinois Central until his retirement, on a pension, which took place quite recently.

During this time he was Chief Engineer of Division 24 for five years and Chief of Division 15 for one year. He was also delegate to Denver, Pittsburgh, St. Paul and Cleveland conventions, a member of the Committee of Adjustment for 21 years as well as a member of the Illinois Legislative Board.

Brother Mathis also had the honor of being appointed by Governor Yates to the State Board of Arbitration of Illinois.

Though but 64 years of age, he has been a member of the Brotherhood for nearly forty years, and will receive his badge of honorary membership in the Grand International Division in Feb., 1917.

Our veteran Brother's record is a remarkable one, from the fact that he had never been disciplined, nor even "called up" before the superintendent.

Mrs. Mathis is also still living and they reside at Centralia, Ill., at which point he first took service with the Illinois Central Company 46 years ago.

Brother Mathis paid a visit to the Grand Office recently, and judging from his generally robust appearance he will live many years to enjoy the fruits of a busy and generally well spent life.

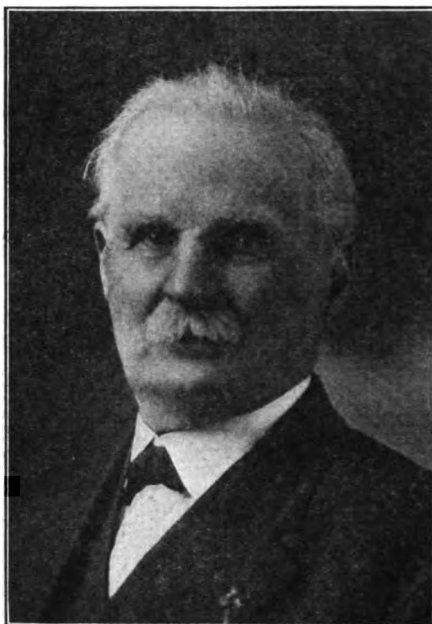
Fraternally yours, A BROTHER.

Bro. James Barrett, Div. 129

FAYETTEVILLE, TENN., Dec. 2, 1916.

EDITOR JOURNAL: Bro. James Barrett, one of our veteran engineers and a member of Div. 129, celebrated his 70th birthday on the 10th of November. He was given a dinner by his daughter at his home in Fayetteville, Tenn.

The invited guests were: Supt. G. D. Hicks; Attorney W. B. Lamb, Conductor W. J. Knight; Rev. R. S. Brown and Mr. and Mrs. Mrs. J. W. Bell.



Bro. Jas. Barrett, Div. 129

Threescore years and ten lies as lightly on Brother Barrett as any one we know, and he is able to go out on his regular run every day, and appears to be able to give the N. & C. many more years of valuable service, having been with them for forty years. He has a passenger run on the Huntsville and Columbia division, making 176 miles per day except Sunday, and has been a member of the Brotherhood almost thirty years. A GUEST.

Brother Thomas T. Sheridan, Retired

CONEMAUGH, PA., Nov. 5, 1916.

EDITOR JOURNAL: When the great civil conflict between the North and the South began raging back in the year 1861, and the flower of the manhood of these United States left homes and loved ones for the battlefields, Tommy Sheridan, a barefoot youngster whose home was on seventh avenue, where the old canal tunnel ran underneath the city of Pittsburgh to the Monongahela River, was too young to go to war. That same spirit which impelled thousands of other lads, older than he, to pitch into that great strife, came into this youngster's breast, and when he had been told that he could not join the others in defending the Union, he did the next

thing—he became a drummer boy, and through many of the long and fearful days which followed he “did duty” in front of the old recruiting station at Liberty avenue and Eleventh street, Pittsburgh. He overcame an obstacle to do something then, and he overcame many other obstacles in his after life to do other, and even greater things.

Although deprived of the opportunity to secure that education which most his companions enjoyed, Tommy Sheridan, now the Hon. Thomas T. Sheridan, made for himself a record that is a credit to him and to the great corporation for which he served for more than twoscore of years.

Mr. Sheridan retired from service of the Pennsylvania Railroad on November 1, 1916. From the engine, from the yards and from the road he's gone, but not forgotten, and it is by a special request of scores of his friends that this sketch of his life is drawn.

As we have already mentioned, it was in a humble little home in Pittsburgh that the subject of this biography first saw the light of day. He attended the public schools of Pittsburgh. His father died when Mr. Sheridan was nine years old and left a widow and ten children. These youngsters were too young to help themselves, so Tommy had to work to help support the family. He was first employed in the old truck garden—now the city park of North Side, Pittsburgh. Later he worked in the famous old Eagle Cotton Mill. He worked there in the daytime and in the nights he sold peanuts and popcorn in the old Drury Theatre, Pittsburgh, which was under the management of the late William Henderson.

From the Cotton Mill, Mr. Sheridan went to the C. H. Armstrong Coal Company's mines, working as a driver. In 1866 the Sheridan family moved to East Liberty and there Mr. Sheridan learned the trade of plasterer. In 1867 he enlisted in the Fourteenth Regiment of the Pennsylvania National Guard, better known as the Armstrong Zouaves. He served with them for nine years. When the panic came in 1873 the plasterer's trade, like every other business, suffered from the depression, and three years later



Bro. Thos. T. Sheridan, Div. 406

Tommy Sheridan began his career as an employee of the Pennsylvania Railroad Company.

He fired from December 9, 1876, until September 2, 1881, when he was promoted to the position of engineer. In February, 1882, he was transferred to Uniontown. February 17, 1882, he married Miss Josephine Gross, of East End, Pittsburgh.

On March 28, 1884, he was transferred to Conemaugh. In his thirty-six years at the throttle he did not have a single accident. In June, 1889, after the great flood, he was appointed by Supt. Robert Pitcairn of the Pittsburgh division as Chairman of the Relief Committee to look after the railroad employees who had suffered from that great disaster.

Mr. Sheridan was transferred from Division 50, Brotherhood of Locomotive Engineers, Connellsville, to Conemaugh Division 406, at Conemaugh, in 1888, when that Division was organized. He has held every office in the Division. He was made a member of the State Legislative Board immediately upon being initiated in the Conemaugh Division, and continued as a member of that body until 1916—the last session—when he automatically retired because of the regulations of the Brotherhood requiring those

composing it to be active members of the B. of L. E. He was then elected to honorary membership. He still retains the position of Guide in the Conemaugh Division. He was Chairman of the State Legislative Board for eight consecutive years and a member of the executive committee for 23 years.

Mr. Sheridan represented the Conemaugh Division of the B. of L. E. as a delegate to the international conventions of 1890, Pittsburgh; 1902, Norfolk, Va; and in 1915, Cleveland. He is also a member of the B. of L. E. Pension Association.

In 1898, the voters of Cambria County elected Mr. Sheridan to the State Assembly, where he was instrumental in the passage of a number of acts in the interests of labor.

Brother Sheridan is now enjoying his retirement with Mrs. Sheridan at their home, 450 First street, Conemaugh, Pa. They have one son, Leo William Sheridan, a newspaper man of Johnstown, Pa.

A BROTHER.

### Our Veteran Brother C. J. Pinkney

CLEVELAND, O., Dec. 6, 1916.

EDITOR JOURNAL: I began my career as a railroad man when I took a position as newsboy on the Cleveland & Pittsburgh Railroad in August, 1855. I served at that until 1859 and then applied to the master mechanic of the L. S. & M. S., Albert Condon, for work as machinist apprentice and received five cents an hour, 9 hours a day, until 1861, when I went firing on the Erie division of the L. S. M. Ry., on engine Rowland No. 16, for James Robinson. I commenced running the Ospray in the yard there in December, 1863, and received \$31 for 31 days' work, the same as they were paying for firing on the road. Being dissatisfied with a position at running an engine merely for the honor that was in it, as Mr. Condon remarked, took a job on the old A. & G. W. Railroad. In three months I was given charge of a work train as engineer and conductor and helped to build the road from Akron to Galion, and when the road was completed to Dayton I was given a position as freight engineer between Galion and Dayton. At that time

there were no passenger trains on the road, so Joe Dando, E. B. Gurley and myself were running freight. When T. A. Phillips became superintendent the first thing he did was to put on passenger trains and he hired three old engineers to run them, while Dando, Gurley and myself had to remain on freight. There was no Brotherhood at that time. I ran work trains and freight trains on the third and fourth Divisions until 1871, when Mr. Phillips discharged me for quarreling with a conductor, and had me blacklisted, and



Bro. C. J. Pinkney, Div. 3

tried hard to keep me from getting employment elsewhere.

I joined Division 16, B. of L. E., at Marion, March 22, 1866, which was one cause of my being discharged.

Mr. L. S. Young, master mechanic of the C. C. & I. R. R., the old Bee Line, called me to Cleveland and gave me an engine on the "Short Line" between Delaware and Cincinnati.

I withdrew from Division 16 and assisted in organizing Olentangy Division 175 at Delaware; Wm. Hutchins, Chief, and George Simpson, First Asst. Engineer. I ran on this Division 18 months and Mr. Shoemaker, superintendent, gave me charge of a train, as they were short of

conductors at that time. My next employment was engineer on the Fort Wayne and Muncie, under Jack Brinsley, where I remained one year, then returned to my old home in Cleveland, Ohio, to my mother. A few days after arriving in Cleveland, Mr. Gassett, master mechanic of the Erie division of the L. S. M. R. R., gave me a job as engineer on the Ashtabula division, and there being no Brotherhood division at Ashtabula, I transferred from Delaware Division 175 to Division 3, Collinwood, Ohio; C. C. Haskins was Chief and John Bird, First Assistant, and James Hannen, Second Assistant. At that time we were ordered to remove all emblems from our engines. We could not attend B. of L. E. meetings without sneaking in the hall in those days for fear of getting discharged for being a member. That was before our General Board of Adjustment was organized in 1883. In 1884 the doors of the L. S. & M. S. office were opened for the first time to a committee of the B. of L. E. Brother Hannen was chairman, and on that committee were also Brothers Tyler of Division 31, Chapman of Division 4, McVickers of Elkhart Division, Thomas Judd from Buffalo, C. J. Pinkney, Division 260.

At Ashtabula in September, 1884, I helped to organize Division 260 in my grape arbor, and was elected as its first Chief, and was its delegate at New York in 1866. As Chief of Division 260 I went to Conneaut, Ohio, where, with the assistance of C. C. Haskins, Chief of Division 3, we organized Division 273.

In 1883, the year of the World's Fair at Chicago, Brothers Pease, Green and myself were transferred to the main line between Cleveland and Buffalo, which required me to withdraw from Division 260 and join Division 3, of which Division I am Chaplain at the present time.

This is the history of my life as a railroad man ending November, 1905, making a total of 60 years' railroad service. During that time there was not one person killed on my train while I was at the throttle. I have the password and the grip of the Grand Old Order of fifty years ago, and it would please me much if some Brother would send me the pass-

word used then, and I will give him the grip, as I wish to find a Brother in my class.

The B. of L. E. has been very good to me. So has the U. S. Government, from which I get \$22.00 per month. I wear a G. I. D. B. of L. E. badge, for which I am thankful, and consider it an honor to do so.

I wish to thank the old L. S. & M. S. Railroad for its kindness also.

Now I wish to say this to my Brothers: It depends upon the seed you sow as to what you will reap; so I must have sown some pretty good seed, as I am reaping a rich harvest.

Brothers, I am enjoying good health and feel as young as I did at 40, but having had an active life, find doing nothing dull work. I was born 75 years ago, April 13, 1841, but have changed my age to 57, and I would be greatly pleased if some of my old acquaintances would send me a postal card as a bit of social touch, a reminder that one is not entirely lost to the world, and those with whom he has associated these many years.

C. J. PINKNEY, 14718 Pepper Avenue,  
Collinwood Station, Cleveland, O.

### Railroad Men's Home

HIGHLAND PARK, ILL., Dec. 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month ended November 30, 1916:

#### SUMMARY.

Grand Division, B. of L. E.	\$2913 65
Grand Division, O. R. C.	30 00
B. of R. T. Lodges	92 00
Charles Kopkey, Div. 30, B. of R. T.	5 00
Arthur L. McKinney, Editor, American Railway Employees' Magazine, Kansas City, Mo.	2 50
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 377, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
	\$3046 15

#### MISCELLANEOUS.

Two quilts from Lodge 308, L. S. to B. of L. F. & E., Portland, Ore.

Quilt from Lodge 237, L. A. to B. of R. T., Kingston, N. Y.

Quilt from Div. 277, L. A. to O. R. C., Fort Smith, Ark.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, **MRS. M. E. CASSELL**, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to **MRS. W. A. MURDOCK**, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, **MRS. EFFIE E. MERRILL**, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, **MRS. JENNIE E. BOOMER**, 1627 Sherwin avenue, North Side, Chicago, Ill.

### The Passing of the Year

The dear Old Year, at the stroke of the bell,  
Gave a deep, deep sigh and his mantle fell.  
Then gently he knocked at the New Year's door,  
Wishing adieu to return no more;  
Then quietly slips, with halting tread,  
To dwell on the memories of the dead.

There are sad, sad lines in his wrinkled face,  
As he backward turns with a quickened pace,  
To carve a niche in the "walls of time,"  
Leaving for each life just a line.

There is love and laughter, music and song  
In many a life, as he writes along;  
And many a heart that was shadowed with care,  
Is remembered in tenderness there.

As his pen glides swiftly, swiftly on,  
Writing of the many memories gone,  
His face so sad, lights up at last,  
"More sunshine than shadow is in the past!"

Then the Old Year quietly slips away,  
And the mists of the dawn of the New Year's  
day

Catch a glimpse of a smile, as he onward flies;  
The New Year is born as the Old Year dies.

—Mary Donaker Brown.

### A Happy New Year

Why should the New Year be happy?

Why should people wish each other happiness at the beginning of a New Year more than at any other time?

Is it merely a custom that has grown up and been handed down to us, or is there some reason for it?

One reason for it may be the disposition to cultivate kindly sentiments in connection with Christmas, but the real explanation of the custom is probably the impression that entering upon a New Year is like turning a page in a copy-book.

All the blots and misformed letters on the page that is finished are covered by the turning of the page, and the pupil begins with new pleasure and new hope of improvement on a clean page; it is the inspiration which stirs man to endeavor and encourages him to persevere; it is the light ahead which guides and cheers him while passing through the dark and shadowy experiences of life.

We all feel the need of hopefulness and that is why we try to encourage each other to look forward to the coming days with pleasant anticipation. Is it not?

But will the year 1917 bring us happiness?

It will bring prosperity, comfort and ease to some, but to others it will bring disappointment, or loss, or suffering. If our happiness is dependent upon happenings, it is quite likely to be a very illusive will-o'-the-wisp.

But if when we speak of happiness we mean the pleasure, the satisfaction, the joy, which come from a clear conscience, a loving heart and a developing mind, feeling that we are honestly trying to do the work that God has given us to do, then we may obtain happiness. The happiness which comes from gratification of our natural desires is not always a blessing, and, like candy, it often leaves a sour taste behind it, but the joy that springs from service and sacrifice is lasting and satisfying.

By doing our best in the little corner of the world in which we are placed, we can get more satisfaction out of each New Year than we got out of the preceding one.

In the business and financial world the end of the old year marks a distinct period, and the first of January is the beginning of new accounts and new books. There is a general brushing up, and a number of new rules are enacted. There seems to be no reason why there should not be a moral brushing up as well as a business one.

Why not foot all of the good and the bad done in the old year, and find out on which side the balance lies? If bad, it is a subject for correction; if good, it is a matter for congratulation. The first of the new year is called "happy" doubtless on account of the good resolutions which inevitably spring from a contemplation of the past. If every member of our Order would resolve, at the beginning of the year, to be more loyal to its principle, and more faithful in attendance at the Division meetings the coming year, what a difference it would make in the atmosphere of the Division room.

All Inspectors report that nearly all Divisions visited are suffering from non-attendance. Why should this condition exist? Dear Sister (this means you), search your heart and let us have your answer.

This Order is doing so many good things, in and among our own class of people, that you should feel it an honor and a privilege to belong and help in the good work. Individually we can do so little, but with our united efforts we can do so much.

Let each member feel that we should be loyal to the B. of L. E. Through its efforts we enjoy all the blessings that have come to us, and every wife should join the G. I. A., and having joined should be a working member, helping to make this Order what it started out to be, "a helpmeet to the B. of L. E.," and a credit to the wives of engineers. You will read in this number a contribution called "The Clique," read it, and determine that this year you will join the "Clique." There is room for all, let us have a clique of 25,000 members, and then, won't the wheels go round with a merry sound?

With this thought in my heart I wish you all "A Happy New Year."

MARY E. CASSELL.

### Greeting

God speed the passing. All hail the coming year.

It seems but a short time since I grasped my pen to write a line of greeting to my fraternal Sisters at the coming of the new year, 1916, and lo! it is passing, and by the time you read these lines we will be writing 1917 quite familiarly. The world has been making history rapidly while the year has been passing, much of it written in blood, the blood of its best and bravest. God pity and strengthen the good women who have been called upon to give up husbands and sons for their country. They will need the support of His grace and the encouragement that comes with faith in His promise to watch over the fatherless. Pray for peace and pray in faith, and surely our appeal will be heard and answered.

While the United States has been spared the horrors of war as now being conducted abroad, we, as a people, have not been free from war. The good Brotherhood to which we owe our existence has been battling courageously for its very life, for the continuance of principles established by the custom of years, and for the establishment of new laws made necessary by the change of the times, the conditions made intolerable by no act of theirs. We, the wives of these men, are called upon to do our share of fighting; we must live frugally that we may provide for an hour when money will be needed to meet the cost of this battle. Do not begrudge what is needed to keep up our brave officers who are giving to us and our cause the best there is in them. We believe in these representatives and we must not shirk when the call comes for financial support. Remember, we cannot fight without ammunition, and ammunition costs money.

During this year of anxiety and unrest we have prospered as an Order; we have helped those who called upon us, and in turn have received many members into our Order who have brought to us helpful thoughts and fresh courage. Our Divisions have been visited by the Grand Officers and Inspectors, and a general stable condition reported. We want to

urge a continuance of the union meetings that have been so fruitful in the past, and publicly to express our appreciation for donations to the Silver Anniversary Fund from this source. We feel that the union meetings are general revival meetings for our members, and urge each State or System to hold one in 1917. There will be no inspection to prepare for and no convention until 1918, so get busy, hold union meetings. We all need them and enjoy them. Do all you can as Divisions to strengthen the tie that binds.

I trust all have enjoyed a peaceful and Merry Christmas and I wish for you all a prosperous and Happy New Year.

MRS. W. A. MURDOCK,  
Grand President.

### New Year Greetings

To the Grand Officers, members and their families of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, I extend best wishes for a prosperous and Happy New Year.

It would be contrary to the natural consequences of life to expect this wish to be fulfilled to the letter.

We know by past experience that each year holds its pleasures and joys for some, its sorrows and heartaches for others.

But it is not in the power of any one, to know how, when or to whom the different conditions will come. We must be satisfied to leave the distribution to "One who knoweth best and doeth all things well." We are drawing the curtain on the last act of 1916, and leaving in the past a year that has been filled with anxieties and uncertainties. I feel safe in saying that very few of us have ever passed through a year of such industrial unrest.

We can bow our heads in sincere prayer of thankfulness that no serious calamity has befallen us, although at times the aspect was anything but pleasing.

Through it all our beloved Order has been steadily progressing.

We have had a fair gain in membership.

Our finances were never better, and our charitable work has increased twofold.

This I am sure will add much to our happiness for 1917, making it possible for us to assist and relieve some of the less fortunate of our dear family.

Each Division that has been instrumental in increasing the fund of this worthy cause must feel a sense of gratification to know that it is a part of this beautiful work, and I am sure will receive many blessings in return. Then there is something we can do individually to bring happiness and sunshine into the lives of the sad and lonely; a kind word, a smile, some little act of kindness costing so little effort and bringing so much encouragement and brightness into the lives of our fellow beings.

Then let us make this our New Year resolution, that we will try each day by word or deed to make at least one life happier.

"If you sit down at set of sun,  
And count the acts that you have done;  
One self-denying act, one word  
That eased the heart of him who heard,  
That fell like sunshine where it went,  
Then you may count that day well spent.  
But if thru all the livelong day you've cheered  
no heart by yea or nay,  
You've nothing done that you can trace,  
That brought the sunshine to one face;  
That helped some soul, and nothing cost  
Then count that day as worse than lost."

EFFIE E. MERRILL,  
Grand Secretary.

### New Year's Greeting, 1917

The New Year bearing its budgets of joy and sorrow is with us.

I wish to extend loving greetings to every one of my G. I. A. Sisters, and wish for each the strings that will bring about her highest good.

"If any little word of mine can make a life the brighter,

If any little song of mine can make the heart the lighter,

God help me speak the little word  
And take my bit of singing,  
And drop it in some lonely vale,  
To set the echoes ringing."

My little word I want to speak to you, my Sisters, is the golden word "Opportunity." This great Sisterhood of ours brings us opportunities continually in every line of action: as an Order, as Divisions, and as Individuals. I would call

your attention to the opportunity of *seeing good* in each of our Sisters. If we really have a desire in any way to help our Sisters, we must see good in them. It may not always appear to us on the surface, we may have to exercise our patience and tolerance and dig down deep for it, but there is good in every one of us? Goethe says:

"Were not our eyes in nature like the Sun,  
How could we to the Sun look up?  
Were not within us the very power of God, Himself,  
How could the divine enrapture us?"

If you hear an unkind story concerning a Sister, even if you think it is true, do not repeat it. Think of the good in that Sister and tell that.

Oh! Where there are so many bitter heartaches, so much sorrow in some of the homes of our Sisters, and so many looking to the G. I. A. for comfort and sympathy, let us not fail them in their dark hour, but let us embrace the opportunity whenever it presents itself in whatsoever form, to prove ourselves as true Sisters. Let us remember there are three things that come not back:

"The arrow sent upon its track,  
It will not swerve; it will not stay  
Its speed; it flies to wound or slay.  
The spoken word so soon forgot  
By thee; but it has perished not;  
In other hearts 'tis living still  
And doing work for good or ill.  
And the lost opportunity,  
That cometh back to thee no more,  
In vain thou weepst; in vain doth yearn,  
Those three will never more return."

With loving thoughts, my Sisters, I am yours in F. L. and P.

MRS. J. G. BAILEY,  
Grand Treasurer.

### Twenty-Fifth Anniversary

Division 115, Washington, D. C., celebrated their 25th anniversary on the 25th of November. Sister Brown was chairman of committee of arrangements, and a nice program was prepared, which consisted of music and recitations. The entire program was given by the children of G. I. A. members. Each person present was given a souvenir badge of silver gray ribbon. In the last five years the Division has grown from 22 to 62 members, taking on new life, as it were. Div.

115 was organized by Sister Cassell with only eight charter members, three of whom, Sisters Wagner, Childs and Black, are with us today. Each of these faithful Sisters was presented with a silver thimble. After the entertainment was concluded Sister Brown invited all to the banquet hall, where a long table was spread with the delicacies of the season.

Yellow chrysanthemums were used for decoration along with the colors of the Order. The committee had prepared a large birthday cake upon which 25 candles were brightly burning.

After the feast of good things all repaired to the music room, where the ladies put on the flower drill, and the rest of the evening was spent in dancing and social converse. COR. SEC.

### The Clique

"What is the Clique?" 'Tis those who attend  
All of the meetings on whom we depend,  
They never are absent unless they are sick,  
These are the ones that the grouch calls "The Clique."

Who always are ready to help with the work,  
The members who never their duty will shirk,  
Who never resort to a dishonest trick,  
These are the ones who some call "The Clique."

The ones who are never behind with their dues,  
And who from the meetings do not carry news;  
Who seek the distressed and visit the sick,  
These are the ones that some call "The Clique."

We all should be proud of members like these,  
They can call them "The Clique" or whatever they please.

They never attempt any duties to dodge—  
These are "The Clique" that run most every lodge.

But there are some people who always find fault,  
And most of this kind are not worth their salt;  
They like to start trouble, seldom will stick—  
They like to put all their work on "The Clique."

### United Party

In all the years of railway Brotherhood organizations in Clinton, Ia., and their many social activities, there has never been quite so splendid a time as that afforded on the evening of November 14th at the "United Party" at the Boat Club. Through the efforts of a committee from the Ladies' Auxiliaries to the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and Broth-



erhood of Railway Trainmen, the affair was planned. Mrs. C. M. Goodrich was chairman for L. A. of the B. of L. E., Mrs. Henry Barron for the L. S. of the B. of L. F. and E., Mrs. Fred Gee for the Trainmen's ladies and Mrs. H. A. Buffington for the L. A. to O. R. C.

Their invitation was to the members of the auxiliary organizations and husbands, the members of the Brotherhoods and their wives, and more than 300 were at the Boat Club in response. Cards were offered, dancing, a tempting two-course lunch at 10:30 p. m., and social converse all the time. Mrs. Barron and Mrs. Goodrich presided at the lovely table with its decorations in the railroad colors, red, white and green, and the rooms were decorated in the same combination; the ice cream, a "Railway Special," was also of prescribed signal colors.

When the grand march was organized it was led by Mrs. Will Stoltenberg and Emory Cole, with Mr. and Mrs. Edward McVey second in line. It was a happy throng that followed, the ladies of the party in the loveliest of evening gowns and dancing frocks, and everybody so happy to be present. As a final touch to the evening came the presentation of a handsome basket of flowers to Mrs. Y. M. Lyles, who had been named general chairman for the event. The men asked unanimously that there might be at least an annual repetition of the social pleasures that had been planned so efficiently. Boone, Cedar Rapids and Tipton were represented by out-of-town guests.

One of the impromptu pleasures of the evening was the speech made by Mrs. Y. M. Lyles in behalf of the ladies, and the response for all the Brotherhoods, given by G. H. Steele, of the O. R. C.

### To Enid Div. 463

FROM SISTER DORA ARNOLD

God gives to some the power of speech,  
To others power of pen,  
But nothing has He given me  
By which to let you "ken"  
The love I bear for each of you,  
The thanks I would express  
For every token of your love  
And kindly thoughtfulness.  
How I shall miss you every one  
Each Thursday, first and third,

Right down to Enid G. I. A.  
I'll send a little bird,  
To slip in, oh, so gently,  
And whisper in each ear  
That tho' I have not registered,  
In spirit I'm quite near.

And how I hope my little bird  
When he returns to me  
Will say, "Each Sister in her place,  
I certainly did see."  
And there was not a vacant chair,  
And every one was glad,  
But when your name was mentioned  
They felt a little sad.  
For I want you all to miss me  
Enough that you will come  
And see me in my new home in  
The town of Wellington.  
You'll find us here in business,  
On Washington Street South  
So come right in, God bless you,  
The latchstring's always out.

### Pie

Why,  
With flour so high,  
Have pie?  
Why not forego  
The dough?  
Why work to make,  
And heat to bake,  
Or pay a jitney for a "take,"  
So small  
It seems no "take" at all?  
Let's pick the fruit  
To suit  
And, taking it as Nature gave,  
Some money save!  
'Twill go with zest,  
It will digest;  
And there are those,  
With specs on nose,  
Who says it's best.  
So why  
Eat pie?  
—The Doctor.

### Got Everything As It Was

"Does baby talk yet?" asked a friend of baby's little brother.

"No," replied the little fellow disgustedly, "he doesn't need to talk. All he has to do is to yell and he gets everything about the house."—*People's Home Journal*.

### Willing to Make Up Shortage

A schoolboy was given a sum to do. When it was done he took it to the teacher, who looked at it and said:

"This answer is wrong by two cents. Go back to your seat and do it correctly."

"If you please, ma'am," said the youngster, fishing in his pocket, "I'd rather pay the difference."—*Fay Adams Davis, Pennsylvania.*

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### Notice

We hope that the G. I. A. Divisions will not forget Brother Oliver for magazine subscriptions for 1917. Remember the money we have received and will receive through Brother Oliver is for our Silver Anniversary Fund. In helping this worthy Brother we are helping our widows and orphans.

Don't forget your subscriptions.

MARY E. CASSELL, G. V. P.

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### Notice

The next circuit meeting of the Middle Atlantic Circuit will be held in Penn Fulton Hall, Pennsylvania ave. and Fulton st., Brooklyn, N. Y., on Monday, January 22, under the auspices of Manilla Div. 244. Meeting called at 10:30 a. m.

All members of the G. I. A. are cordially invited.

SEC.

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### Division News

DIVISION 401, Yoakum, Texas, recently had the pleasure of entertaining Sister W. D. Oland, who came to the Division as Inspector.

During her short stay in the city she was the guest of Sister Fetterly. At the time of inspection she seemed pleased with us in every way, which was encouraging to us. Work being over, we all enjoyed luncheon. In behalf of the Division Sister Hall, in a pleasing manner, presented Sister Oland with a token of our esteem.

We hope to have her with us again in the new year. Our meetings as a rule are well attended, and Div. 401 is among the live ones.

COR. SEC.

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DIVISION 215, Union Hill, N. J., recently spent a pleasant afternoon with Brother and Sister L. G. Burns at their home in Ravenna, N. Y.

Although it rained all day it did not spoil our pleasure or our appetites. We were met at the depot and escorted to the

Park Hotel, where a chicken dinner was served, after which Sister Burns took us to her lovely home, where the afternoon was spent with music and social converse. Before returning home lunch was served by Sister Burns, and we departed with best wishes and love for Brother and Sister Burns.

MEMBERS OF 215.

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SEPTEMBER 7 was inspection day for Div. 346, Montreal, Can., with Sister Mains as Inspector. We held morning and afternoon sessions, with interval for tea. We were somewhat discouraged because many officers were away and only 20 members present, but Sister Mains was most affable, and the meeting was thoroughly enjoyed. We all agreed with her that this Order is the best one for the engineer's wife and that our best efforts should be given here.

In the evening we listened to an interesting talk on insurance. It is a pity that so many of our Sisters are indifferent to this department of our work. The Silver Anniversary Fund was also spoken of, and we would have liked to have more time for discussion upon this subject. On November 2 we held a small euchre party and raffled off a handsome ribbon sofa pillow. The sum realized was \$33. Since that time the Sisters have co-operated with the Brothers of Div. 89 and made up 25 boxes for the boys at the front, sons of engineers. The boys will be pleased with this thought for them at this time. As they have so much to contend with, anything from their dear native land will be most welcome.

COR. SEC. DIV. 346.

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DIVISION 5, Chicago, Ill., entertained the B. of L. E. on November 23. The Brothers were made welcome by our President, Sister Gilkinson. The entertainment was then turned over to Sister Irwin. The program added much pleasure to the evening, the principal feature was an exhibition drill by the Sisters of the Division. The drill team was under the command of Sister Prouty, and as the different figures were made they elicited applause from the Brothers present.

Sisters Gilkinson and Prouty were the recipients of bouquets, and the Brothers presented Brother Gilkinson with a beau-

tiful gold watch chain. Brother Dillon made the presentation, in which he praised Brother Gilkinson for his loyalty, holding him up as an example for all members. Sister Gilkinson and Brother Hanley led the march to the banquet room, where 151 guests sat down to the feast provided. The occasion will long be remembered as the best ever given by Div. 5. W. G. E.

DIVISION 558-B, Rainy River, Ont., gave a farewell surprise on a recent date in honor of Sister L. L. Collier, of Springfield, Mo. Sister Collier, who organized this Division, was leaving for Radville, Sask., her husband having been transferred there.

The Sisters met at the home of Yardmaster Walker, with whom Sister Collier was visiting, and completely surprised her.

A farewell address was read by Sister F. Flanders, and our President, Sister McKenzie, in behalf of the Division, presented Sister Collier with a neat traveling case. She thanked the Division and wished them every success. A dainty lunch was served and a pleasant evening was brought to a close.

SEC.

DIVISION 379, New Smyrna, Fla., had the pleasure of entertaining their Inspector, Sister R. J. McKenzie, of Jacksonville, on November 9. An all-day session was held and was so much enjoyed that it passed too quickly. At noon, Brother Jackson took the Sisters to his restaurant, where we enjoyed a chicken dinner, with Sister Jackson as presiding hostess. All members were untiring in their efforts to do good work at the afternoon session and the result was gratifying. We were proud to have Sister McKenzie with us, and she was presented with a token of remembrance.

After a very interesting talk from the Inspector meeting closed, all members expressing themselves as having enjoyed the day.

Div. 379.

DIVISION 523, Chickasha, Okla., had the pleasure of entertaining Sister Ruggles, Grand Organizer and Inspector, on Nov. 13.

A committee met Sister Ruggles upon

her arrival and took her to the home of Sister Shuckon, where an opportunity was given the members to meet her in a social way. A very pleasant evening was the result and all felt better acquainted with the Inspector when they met next morning for work. Officers and members did themselves proud, and a good rating was the result. At the close of the meeting a beautiful ivory hat brush was presented to Sister Ruggles, with the compliments of the Division, Sister Byron doing the honors.

A drive around our beautiful city was enjoyed and a call made upon the President, Sister Ritz, who has been ill for several months.

We appreciate the great effort our Inspector made in behalf of the Silver Anniversary Fund. We are sure her address will urge us on to more noble effort in the work of caring for the widow and orphan. The members of this splendid Order should appreciate the opportunity for doing good that this fund presents.

The coming year let us be ambitious to do, think and act according to our principles that lead and teach the way to correct living.

COR. SEC. DIV. 523.

DIVISION 196, Marshall, Texas, met in an all-day session Nov. 8 for the purpose of inspection.

There was a splendid attendance, several of our Longview members being present; also one member from Texarkana, and two visitors—Mrs. McCullough, Secretary of Div. 421, Ft. Worth, Texas, and Mrs. W. D. Oland, A. G. V. President, also of Ft. Worth, who is also Inspector for this Division.

The Division was called to order promptly at 9:30 and the morning was spent in going through with all forms of ritualistic work and questions on by-laws, where the Division ranked perfect.

At 1 o'clock we adjourned for dinner, going in a body to the Marshall Cafe, where a most appetizing and delicious six-course dinner was awaiting us.

Many of the ladies thanked Mr. Vaughn, the proprietor, saying it looked and tasted like a real Xmas dinner.

At 2:30 p. m. the meeting was called to order and the work of inspection again

taken up. All books and secret work was gone through with, showing that we stood perfect in this part of the work also.

Just before closing, our President, Mrs. H. G. Hanssen, in a few well chosen words, presented Mrs. Oland with a remembrance from the members of the Division. Mrs. Oland, in her own sweet way, thanked the members for the gift and the many courtesies shown her while here, and wished the Division great success in its work through the coming years.

As the good-bys were said it was the wish of the members that we would have Mrs. Oland with us again in the near future.

DIVISION 138, El Paso, Tex., held an all-day session on October 20, for inspection. Our Inspector at this time was Sister A. J. Torbett. Sister Torbett came from San Antonio, and received a hearty welcome from the members of Div. 138. While in our city she was the guest of honor at a luncheon given at a local hotel. This was an occasion to be remembered, as a number of the Sisters and Brothers partook of the feast. The table was decorated with carnations, and it was a happy crowd that sat down with Sister Torbett to do her honor.

COR. SEC.

ON October 31, 1916, the members of Dorpian Div. 198, Schenectady, N. Y., held a special meeting, it being the day on which our Grand Organizer and Inspector had notified us that she would be with us.

Our feelings of pleasure in seeing Sister Miller were slightly tinged with fear, for, while we were conscious of having been faithful to our lodge duties, we knew that our Division was small and we were afraid of comparison with larger ones.

Our fears were soon dispelled, for our books and paraphernalia were in perfect condition, and our average attendance was large in comparison with the size of our Division.

Sister Miller is well able to combine the qualities of business and pleasure, as she proved by her thoroughly business-

like manner of handling the work, and her equally thorough enjoyment of the entertainment provided.

At 1 o'clock the Order repaired to the Edison Hotel, where all did justice to the very excellent bill of fare provided. Everything passed off pleasantly, and we hope to have Sister Miller with us at our next inspection.

J. R.

DIVISION 507, Raleigh, N. C., was charmingly entertained on Nov. 7 in honor of Sisters D. A. Beaver, of Salisbury, N. C., and A. J. Ross, of Alexandria, Va. The reception was held at the home of Bro. John Robertson. Autumn flowers were used for decoration throughout the house and a basket of Killarney roses, tied with pink tulle, formed the centerpiece on the dining-table.

Punch was served by a bevy of young ladies, daughters of engineers. Interesting remarks were made by Sisters Beaver and Ross, also by Brothers Parsons and Rainer.

Bro. C. C. Page, in a pleasing manner, presented the guests of honor with cut-glass bonbon dishes.

Music and dancing were indulged in until a late hour, an ice course with home-made cake was served, and at a late hour all departed feeling that the reception was a success.

MRS. J. R.

DIVISION 241, Tucson, Ariz., was inspected, on October 17, by Sister Torbett, of San Antonio, Tex. The luncheon at noon was served in the private dining-room of the Santa Rita Hotel. The room and tables were decorated for the occasion with pink carnations and trailing vines, and pink shaded candles were used for lighting. The elaborate luncheon served was enjoyed by all.

At the afternoon session, after the work of inspection was concluded, our President, Sister Nugent, in behalf of the Division, presented the Inspector with a lovely cut-glass jam jar and silver ladle, as a token of remembrance. Sister Torbett responded in a very pleasing manner. The day will be long remembered as one that mingled pleasure with work. In the evening, Sister Dennis Ryan entertained at her home with a re-

ception and musical in honor of our Inspector. We hope to have Sister Torbett with us again, as she endeared herself to all by her pleasing personality.

SEC. 241.

DIVISION 16, Charleston, Ill., met in special session on November 17, for inspection. We were pleased to have with us Sister Simms, of Indianapolis, as we always look forward to her coming, and we regret to see her go when her work is done. Sister Simms encouraged us and praised the Division for the success of their work, which was due to the efficiency of their officers. At the close of the meeting we enjoyed a social hour, and presented Sister Simms with a cut-glass vase. A special dinner was served at the Commercial Hotel, and carnations were given as favors. In the evening a theater party was given, which rounded out the day so full of inspiration.

Div. 16.

DIVISION 462, Richmond, Va., sends greetings to all sister Divisions and extends to them a hearty wish for a Merry Christmas and a Happy New Year. As the old year draws to a close our minds naturally revert to the happenings of the past year.

Most encouraging has it been for Div. 462. Sister Hitt, our Inspector, expressed much pleasure at the progress we had made. In 1915 our hall and contents were entirely destroyed by fire, and we were very much discouraged, when Sister Hitt came to our aid with letters of encouragement and offers of personal assistance, and helped us to start out anew. Now we are in a comfortable hall and doing well. We recommend Sister Hitt to all Divisions that may need a word of good cheer.

Div. 462.

DIVISION 221, Nashville, Tenn., was inspected by Sister Crittenden, A. G. V. P., of Knoxville, on Nov. 6. There was a splendid attendance at the all-day meeting. Sister Crittenden was delighted with the work of the Sisters and the good fellowship manifest in the Division.

In the evening a reception was given at the home of Sister J. B. Fry in honor of our Inspector. The entertainment pro-

vided was a novel one. The different cars of a train were cleverly represented throughout the rooms of the lower floor. A musical program was given in the parlor car, much interest was aroused by the observation contest in the observation car, and at a late hour a delicious lunch was served in the diner.

COR. SEC.

DIVISION 39, Newton, Kansas, held an interesting meeting on Nov. 17, when Sister Crittenden was with us as our Inspector. She expressed herself as being well pleased with us in every way.

We all felt benefited by her splendid talk on Insurance and the Silver Anniversary Fund. While in our city, Sister Crittenden was the guest of Sister B. E. Dick, and the recipient of a token of esteem from the Division. Sister Crittenden endeared herself to all who had the pleasure of meeting her, and we hope to have her with us soon again.

W. J. S.

DIVISION 224, Worcester, Mass., held a reception on Nov. 8 at the home of Brother and Sister James Gordon, in honor of Sister Cook, of Concord, N. H., who came to us for the purpose of inspection. Sister Gordon had arranged a pleasing little entertainment.

Misses Dorothy Hunter and Eleanor Monahan gave some very pretty dances. Earl Paddock gave "A Bachelor's Dream." As he sat gazing into the firelight, dreaming of his old sweethearts, they appeared to him in person. The parts were taken mostly by daughters of engineers and greatly enjoyed. Remarks were made by Sister Cook and Brothers Paddock and Wardwell, and refreshments were served.

The following day was spent in inspection, and we were proud of the praise and marks given us. Presentations were made to our President, Sister Frost, and A. G. V. P. Sister Cook. Both were appreciative of the gifts, and after a banquet served in the hall the long-looked-for day was brought to a close.

Div. 224.

DIVISION 116, Columbus, Ohio, surprised the Past President, Sister Kuhn, on the evening of Nov. 24. The surprise was in the form of a masquerade, and 36 of the

members turned out to enjoy the occasion. The genial husband of Sister Kuhn thought we might have let him into the secret, so he could don a "biled" shirt, but our object was to surprise him also. When the fun of guessing the masks was over, and the committee began to serve the supper prepared by the Sisters, it was found that the show cake, prettily piped with butter-cream and lavishly decorated with candied cherries and angelica, was missing. Consternation reigned for a while, but a little thing like that did not bother us long, and soon the plates were ready to receive the hot food, when, to their surprise, there was the beautiful butter-cream cake, reposing in a bed of hot butter, while the cherries and angelica stood out boldly and had refused to melt. Solution: Sister Kuhn's daughter had put the beans in the hot oven as she had been instructed to do, and all covered dishes went in, cake and all. This little incident made it a real surprise party all around and every one enjoyed the joke.

COR. SEC.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Jan. 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Dec. 31, 1916.

#### SERIES A

##### ASSESSMENT No. 232

Chattanooga, Tenn., Nov. 2, 1916, of Bright's disease, Sister Marietta Swart, of Div. 176, aged 66 years. Carried two certificates dated March, 1908, payable to Emil Swart, husband, and Charles and Edward Swart, sons.

##### ASSESSMENT No. 233

Sioux City, Iowa, Nov. 5, 1916, of arterio sclerosis, Sister Maryette Howe, of Div. 164, aged 82 years. Carried two certificates, dated Nov., 1898, payable to Annie Howe Hull, daughter.

##### ASSESSMENT No. 234

Marion, Ohio, Nov. 10, 1916, of peritonitis, Sister Malinda J. Miller, of Div. 167, aged 57 years. Carried two certificates, dated Aug., 1898, and Nov., 1901, payable to Boyd Miller, husband.

##### ASSESSMENT No. 235

Providence, R. I., Nov. 10, 1916, of Bright's disease, Sister Elizabeth McCarthy, of Div. 118, aged 73 years. Carried one certificate, dated Oct., 1898, payable to Mary McCarthy, daughter.

##### ASSESSMENT No. 236

Corning, N. Y., Nov. 11, 1916, of paralysis, Sister Sara L. Bragg, of Div. 23, aged 47 years. Carried one certificate, dated Aug., 1913, payable to Fred Bragg, husband, and Hebe B. Lockwood, daughter.

##### ASSESSMENT No. 237

Chanute, Kansas, Nov. 11, 1916, of cancer, Sister Mary Jones, of Div. 158, aged 51 years. Carried one certificate, dated May, 1901, payable to James M. Jones, husband.

##### ASSESSMENT No. 238

Toronto, Canada, Nov. 12, 1916, of apoplexy, Sister Mary Reddie, of Div. 161, aged 84 years. Carried two certificates, dated Dec., 1890, and July, 1884, payable to Robert and George Reddie, sons, and Ellen White, daughter.

##### ASSESSMENT No. 239

Ogdensburg, N. Y., Nov. 15, 1916, of angina pectoris, Sister Hannah Williams, of Div. 92, aged 56 years. Carried one certificate, dated Jan., 1908, payable to Lewis Williams, husband.

##### ASSESSMENT No. 240

Corning, N. Y., Nov. 18, 1916, of cancer, Sister Mary E. May, of Div. 23, aged 54 years. Carried two certificates, dated March, 1906, payable to James May, husband, and Catherine Williams, sister.

##### ASSESSMENT No. 241

Toledo, Ohio, Nov. 18, 1916, of asthma and senility, Sister Mary H. Gale, of Div. 391, aged 80 years. Carried two certificates, dated Oct., 1890, and Jan., 1896, payable to Eva Knepper, daughter.

##### ASSESSMENT No. 242

Toledo, Ohio, Nov. 18, 1916, of myocarditis, Sister Esther Watson, of Div. 391, aged 62 years. Carried two certificates, dated Dec., 1898, and Dec., 1900, payable to Edna Christianson, Marie Davenport, daughters.

##### ASSESSMENT No. 243

Detroit, Mich., Dec. 4, 1916, of cancer, Sister Margaret Baker, of Div. 17, aged 69 years. Carried two certificates, dated Nov., 1897, payable to Charles Baker, husband, Marie Baker, daughter.

##### ASSESSMENT No. 244

Philadelphia, Pa., Dec. 4, 1916, of nephritis and diabetes, Sister Elizabeth Crager, of Div. 253, aged 56 years. Carried one certificate, dated May, 1901, payable to Florence, Joseph and David Crager, children.

##### ASSESSMENT No. 245

Birmingham, Ala., Dec. 8, 1916, of pneumonia, Sister Lillian Best, of Div. 169, aged 38 years. Carried two certificates, dated June, 1910, payable to Fred Best, husband.

Members will pay their Insurance Secretaries on or before Jan. 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 211 and 212A—11,708 in the first class, and 6,147 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### THE L-N EQUIPMENT

**Q.** On what is this type of brake designed to operate?

**A.** On passenger equipment cars only.

**Q.** Why is this called the L-N equipment?

**A.** This equipment is so named from using the L type of triple valve and the N type of brake cylinder.

**Q.** Name the different parts that go to make up this equipment.

**A.** The L type of triple valve, the N type of brake cylinder, the auxiliary reservoir and supplementary reservoir.

**Q.** What are the duties of the several parts?

**A.** The triple valve to control the flow of air to and from the auxiliary and supplementary reservoirs and brake cylinder in the application and release of the brake; the auxiliary reservoir in which air is

stored for both service and emergency braking; the supplementary reservoir in which air is stored for the purpose of obtaining high brake cylinder pressure in emergency and graduated release following a service application; the brake cylinder, in which the power of the compressed air is used in applying the brake.

**Q.** In what respect does the L triple valve differ from the standard quick-action triple valve?

**A.** In that it has the quick service, graduated release, high maintaining emergency pressure and quick recharge features. It is also pipeless, that is, it has no pipe connections that must be made or broken either to apply or remove it from the brake cylinder.

**Q.** What is meant by the quick service feature?

**A.** In quick service position, brake-pipe air is vented to the brake cylinder, thereby securing a serial reduction of brake-pipe pressure, resulting in a more rapid and uniform application of the brakes throughout the train.

**Q.** What is meant by graduated release?

**A.** This permits of partially or entirely releasing the brakes on the entire train.

**Q.** What is meant by the high maintaining emergency pressure?

**A.** That in emergency, the L triple, like other types of Westinghouse triple valves, vents brake-pipe air to the brake cylinder, and in addition opens a communication between the supplementary reservoir and brake cylinder by way of the auxiliary, reservoir, and permits the combined volume of supplementary and auxiliary air to equalize in the brake cylinder, developing a much higher brake-cylinder pressure than is possible with the ordinary quick-action triple valve.

**Q.** What is meant by quick recharge?

**A.** The L type of triple valve has two charging ports through which brake-pipe air can flow to the auxiliary reservoir when the triple moves to release position, thus insuring a prompt recharge of the auxiliary.

**Q.** Name the different parts of the triple valve.

**A.** The names of the parts are as follows: (See Figs. 1 and 2.)

2. Valve body.

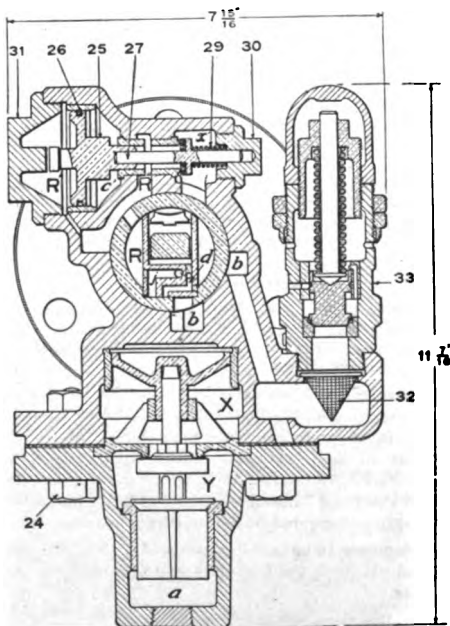


Fig. 1. Transverse Section

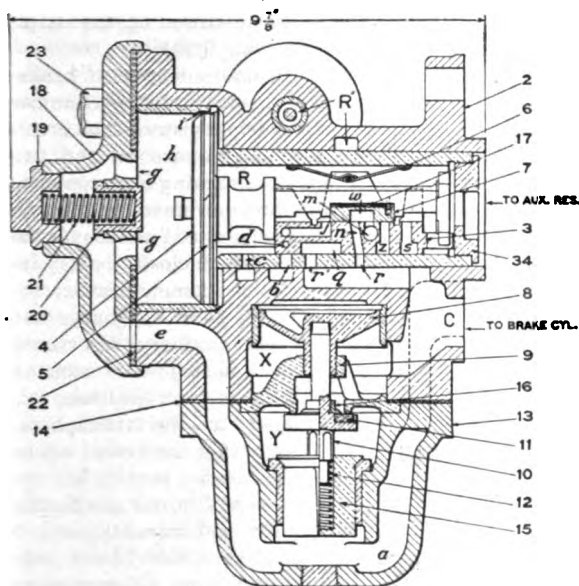


Fig. 2. Longitudinal Section

3. Slide valve.
4. Piston.
5. Piston ring.
6. Slide valve spring.
7. Graduating valve.
8. Emergency valve piston.
9. Emergency valve seat.
10. Emergency valve.
11. Rubber seat for emergency valve.
12. Check valve spring.
13. Check valve case.
14. Check valve case gasket.
15. Check valve.
16. Emergency valve nut.
17. Graduating valve spring.
18. Cylinder cap.
19. Graduating spring nut.
20. Graduating sleeve.
21. Graduating spring.
22. Cylinder cap gasket.
23. Bolt and nut for cylinder cap.
24. Bolt and nut for check valve case.
25. By-pass piston.
26. By-pass piston ring.

27. By-pass valve.
28. By-pass valve seat.
29. By-pass valve spring.
30. By-pass valve cap.
31. By-pass piston cap.
32. Strainer.
33. Safety valve.

Q. What do figures 3, 4, 5, and 6 represent?

A. These are diagrammatic views of the L triple valve.

Q. What is meant by a diagrammatic view?

A. A diagrammatic view is one in which the parts and ports may be shown differently than actually located in the valve for the purpose of showing all parts more clearly, and their connections with each other.

Q. Explain what takes place in release and charging position.

A. Air from the brake pipe is free to enter the triple valve at the connection marked BP and flow through the passages

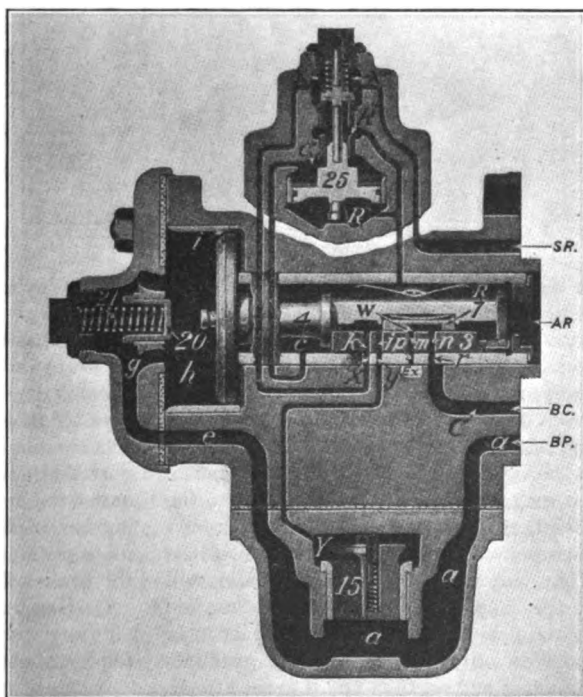


Fig. 3. Release Position





ary reservoir pressure is being reduced to the brake cylinder, the triple piston and its slide valve will start to move toward emergency position. This, however, is guarded against in the construction of the valve, for as the parts move toward emergency position the quick service port *y* is closed, thus closing the opening from the brake pipe to the brake cylinder, and at the same time fully opening the service port *z*, causing a more rapid discharge of air from the auxiliary reservoir. When this takes place, the triple valve is said to be in full service position. (See Fig. 5.) The triple valves in a short train will usually assume full service position, for the reason that the volume of the brake pipe being smaller, the reduction in pressure is more rapid, resulting in the parts moving to full service position. In either quick or full service position the safety valve is connected to the brake cylinder through port *b*, cavity *g* and port *r*; therefore limits the brake-cylinder pressure to the amount of its adjustment.

**Q.** How long will the triple valve remain in service position?

**A.** When the brake-pipe exhausts at the brake valve closes, the auxiliary reservoir will continue to flow to the brake cylinder until the auxiliary pressure becomes slightly less than the brake-pipe pressure, when the triple piston will move toward release position until the shoulder of the piston stem comes in contact with the slide valve. The piston in moving carries the graduating valve with it, closing both the quick service port *O* and the service port *z*, thus cutting off the flow of air from the auxiliary reservoir and brake pipe to the brake cylinder. The triple valve is now said to be in service lap position.

**Q.** What difference, if any, is there between quick service lap and full service lap positions?

**A.** In moving to lap position from either quick service or full service position only the piston and graduating valve is moved, the slide valve remaining in the position it was in when the triple piston and graduating valve made this movement. Therefore, if the triple was in quick service position at the time the parts moved to lap position, it would be said that it had assumed "quick service lap" position. If the valve had moved to full service position, however, the position assumed would be "full service lap"; in either case, the graduating valve moving back would blank the ports in the slide valve.

**Q.** Is supplementary reservoir air used when making a service application of the brake?

**A.** No, the supplementary reservoir is cut off when the triple valve moves to either quick or full service position, therefore the air which it contains is bottled up and not used in a service application of the brake.

**Q.** How is a release of the brake obtained?

**A.** When the automatic brake-valve handle is moved to release position, main reservoir air will be free to enter the

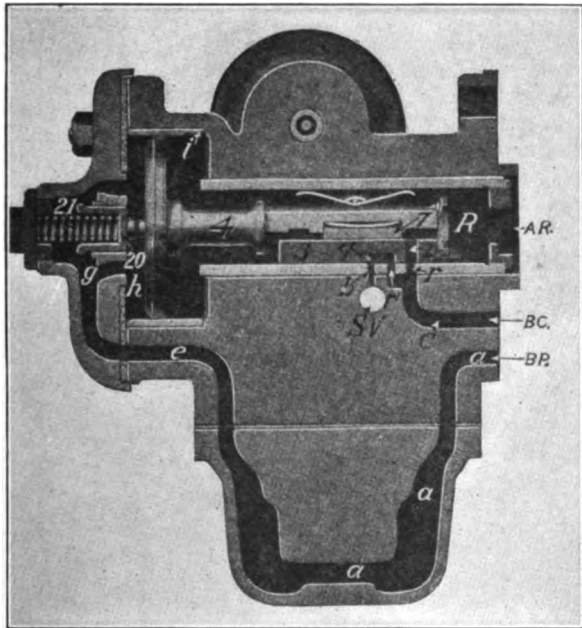


Fig. 5. Full Service Position



A. When a heavy and sudden reduction of brake-pipe pressure is made, the triple piston and its slide valve will move to their extreme travel to the left, or to emergency position. (See Fig. 6.) When the slide valve is moved to emergency position the service ports do not register. In this position air from the auxiliary reservoir flows through port S in the end of the slide valve instead of through port Z, as in a service application. The end of

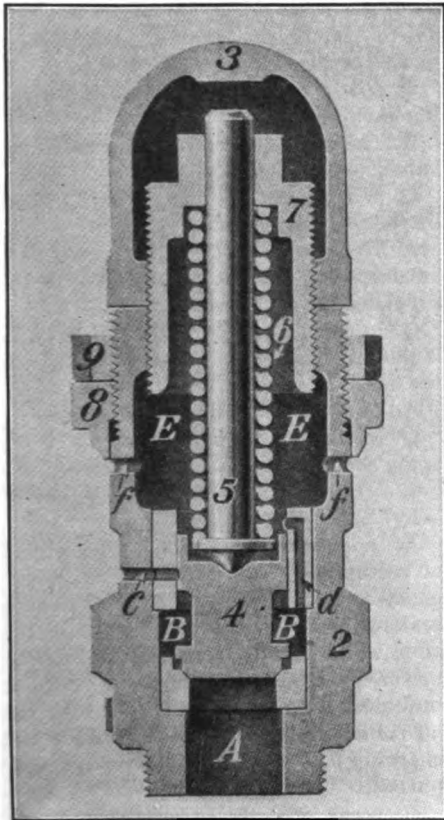


Fig. 7. E-7 Safety Valve

the slide valve uncovers port *t* in the slide valve seat, which allows auxiliary air to pass into the chamber above the emergency piston 8. The air pressure thus admitted to the top of this piston will force it down and thus unseat the emergency valve 10. This allows the air in chamber Y to escape to the brake cylinder; then brake-pipe air in chamber *a* raises the check valve 15 and flows through chambers Y and X to the brake cylinder at C. At the same time port *d* in the main slide

valve registers with port *c* in the seat, and allows air in the chamber back of the by-pass piston 25 to escape through ports *c*, *d*, and *r* to the brake cylinders. This will reduce the pressure back of the by-pass piston and it will be moved upward by the auxiliary reservoir pressure in the chamber in front of it. This movement of the by-pass piston will unseat the by-pass valve 27 and allow supplementary reservoir air to flow through a passage to the auxiliary reservoir and brake cylinder; thus air coming from both reservoirs gives us the high emergency pressure. The by-pass valve will remain unseated until the brake-cylinder pressure very nearly equals that in the supplementary reservoir, when the by-pass valve spring will return the valve to closed position. In this position of the triple valve the safety valve is cut off from the brake cylinder, hence, there is no escape of air from the brake cylinder after an emergency application.

Q. Can a graduated release of the brake be had following an emergency application?

A. No, as at this time the pressures in the supplementary and auxiliary reservoirs are the same.

#### SAFETY VALVE

Q. What does figure 7 represent?

A. The safety valve used with the L triple valve.

Q. Name the parts of the safety valve.

A. The names of the parts are as follows:

2. Body.
3. Cap nut.
4. Valve.
5. Valve stem.
6. Spring.
7. Regulating nut.
8. Exhaust regulating ring.
9. Lock ring.

Q. Explain the operation of the safety valve.

A. When the pressure in chamber A under valve 4 is sufficient to overcome the pressure exerted by the tension of the regulating spring 6, valve 4 is raised from its seat, which upward movement closes the upward end of port *d* in the valve bushing and opens port *c*, permit-

ting air to flow from chamber A through chamber B and port *c* to the atmosphere. When the pressure below the valve 4 becomes somewhat less than the tension of the regulating spring 6, the valve is forced downward, which restricts the opening through port *c* to the atmosphere and opens the upper end of port *d* to the spring chamber E. Although chamber E is open to the atmosphere at all times, the connecting ports *f* in the body are sufficiently small to restrict the exhaust, so that the pressure builds up very rapidly in chamber E, and assists the regulating spring 6 in forcing the valve 4 quickly to its seat, thus giving the valve a pop action.

**Q.** At what pressure is the safety valve adjusted?

**A.** At 62 pounds.

**Q.** How is the safety valve adjusted?

**A.** To adjust the safety valve for the maximum or opening pressure, remove the cap nut 3 and screw down or back off the regulating nut 7, as required, after which replace the cap nut.

The minimum or closing pressure for the safety valve can be adjusted by changing the size of ports *f*, using the regulating nut 8 for this purpose. After adjustment, screw down the jam nut 9.

#### EXAMINATION QUESTIONS AND ANSWERS ON THE L-N EQUIPMENT

**Q.** Name four important operative features of the L type of triple that are not contained in the older forms of quick-action triple valves.

**A.** Quick service, graduated release, quick recharge, and high maintaining emergency pressure.

**Q.** Where does all the air come from that enters the brake cylinder? When the triple is in quick service position? When in full service position? When in emergency position?

**A.** In quick service, from the auxiliary reservoir and brake pipe; in full service, from the auxiliary reservoir only; in emergency, from the brake pipe, supplementary and auxiliary reservoirs.

**Q.** What defects might cause undesired quick action of the brakes during a service application?

**A.** This may be caused by undue friction of the moving parts or leakage of

supplementary reservoir air past the by-pass valve. A weak or broken graduating spring may cause a triple valve to move to emergency position, when a service reduction is being made, on a short train, say six cars or less.

**Q.** What defects in the triple valve will cause a blow at the exhaust port when in release position?

**A.** Leakage past the following parts will cause a blow at the exhaust port: Past the main slide valve, graduating valve, emergency valve, triple-valve gasket or check-valve case gasket.

**Q.** What valves are operated by the triple-valve piston 4?

**A.** The main slide valve and graduating valve.

**Q.** What ports are opened and closed by the graduating valve?

**A.** The service port, quick-service port, exhaust port, and the port leading to the supplementary reservoir.

**Q.** In what position of the triple valve is the safety valve in communication with the brake cylinder?

**A.** In quick and full service position.

**Q.** In what position of the triple valve is the communication closed between the brake cylinder and the safety valve? Why?

**A.** In emergency position. The object of cutting off the safety valve in emergency position is to maintain the high brake-cylinder pressure throughout the stop, which greatly increases the braking power over that obtained in service braking. The safety valve is also cut off from the brake cylinder in release and charging position, but for no particular purpose.

**Q.** What are the advantages of the graduated release feature of the triple valve?

**A.** Graduated release permits of partially or wholly releasing the brakes on the entire train, as desired. Also permits of the one application method of braking, whereby a high brake-cylinder pressure can be used at high speed, and gradually reduced as the speed reduces. By reducing the brake-cylinder pressure as the speed reduces, the tendency for wheel sliding is lessened, and less shock is given to the train.

**Q.** Where a car is equipped with the L-triple valve can its brake be operated in trains with cars having the standard quick-action triple valves?

**A.** Yes.

**Q.** What must be done?

**A.** There is a cut-out cock in the pipe leading to the supplementary reservoir, and when it is desired to cut out the graduated release feature and obtain direct release, as with the standard quick-action triple valve, this cut-out cock must be closed.

**Q.** Where this cut-out cock is closed, will the high brake cylinder pressure be obtained in an emergency application?

**A.** No, as the closing of the cut-out cock cuts out the supplementary reservoir; therefore, the only air going to the brake cylinder will be that coming from the brake pipe and auxiliary reservoir.

**Q.** In what position of the triple valve does the supplementary reservoir air assist in applying the brake?

**A.** In emergency position.

**Q.** What effect will a leaky check valve have when the brake is applied in full, and the brake-pipe pressure is reduced below that at which the auxiliary reservoir and brake-cylinder pressures equalize?

**A.** This will cause a loss of auxiliary reservoir and brake-cylinder air, and may cause the brake on that car to release.

**Q.** What is the duty of the by-pass valve?

**A.** The duty of the by-pass valve is to form a dividing line between the supplementary and auxiliary reservoirs when the triple valve is in either quick-service, full service, or service lap position: and to create an opening from the supplementary to the auxiliary reservoir when the triple valve moves to emergency position.

**Q.** What is the duty of the by-pass valve piston?

**A.** The duty of this piston is to unseat the by-pass valve when the triple valve moves to emergency position.

**Q.** What is the duty of the safety valve?

**A.** To control the maximum pressure obtained in the brake cylinder during service braking.

**Q.** What is the purpose of the exhaust regulating ring on the safety valve?

**A.** By use of the exhaust ring the closing pressure for the safety valve may be regulated.

**Q.** What will cause a popping off at the safety valve when the triple valve is in release position?

**A.** In release position of the triple valve, the chamber under the safety valve is cut off from the brake cylinder by the main slide valve, and for air to escape at the safety valve in this position of the triple valve would mean that air was leaking by the slide valve.

#### TRACING THE AIR

**Q.** We have a school of instruction here where the boys get together twice a week and discuss air brake machinery and train rules, and I assure you we have some very interesting arguments. Some time ago we started a question box, and this has been the means of bringing out many good points.

Here is a question that was placed in the box by one of the Brothers, and we have had it up for discussion for the past two months, and at each meeting a somewhat different answer has been figured out. Trace the air from atmosphere to atmosphere, the engine having a Westinghouse cross-compound pump and E-T equipment; the cars having the standard quick-action triple valve.

We have found this a very interesting question, as it takes us through the different parts of the brake, and this is why we have had so much discussion on it.

C. G. L.

**A.** Your question is indeed an interesting one, and probably, for a complete answer, would call for the description and operation of each part of the brake through which the air flows to or from; and this would call for the writing of an air-brake book. Therefore, in answering your question, we will simply follow the flow of the air, and not attempt to describe the parts.

When the low-pressure air piston in the pump makes an upward stroke it creates a partial vacuum in the lower end of its cylinder, and atmospheric pressure raises the lower receiving valves and fills this end

of the cylinder with air at about atmospheric pressure. On the down stroke of the low-pressure air piston, this air is compressed; and pressure forming in this end of the cylinder will lift the lower intermediate discharge valves, permitting this air to flow from the low to the high-pressure air cylinder; the air is delivered to this cylinder at a pressure of about forty pounds.

On the down stroke of the high-pressure air piston, the air beneath it is again compressed and forced past the lower discharge valve to the air passage in the pump, and from there through the delivery pipe to the first main reservoir. On the opposite stroke of these pistons air is compressed in the opposite end of the cylinders and the opposite air valves are used. From the first main reservoir the air flows through the connecting pipe to the second main reservoir, and from here through the main reservoir pipe to the different air-operated appliances on the locomotive.

Following the piping diagram as shown in a "Westinghouse Instruction Pamphlet," it will be seen that the first connection to the main reservoir pipe leads to the maximum pressure head of the pump governor.

Air from the main reservoir enters the chamber under the diaphragm of the governor, and when the pin valve is unseated, is free to flow to the *atmosphere* through the relief port.

Next, the main reservoir air goes to the feed valve and reducing valve, from whence it flows to the automatic and independent brake valves through the feed-valve pipe and reducing valve pipe.

The next connection to the main reservoir pipe is the supply pipe to the distributing valve, through which main reservoir air flows to the distributing valve, and through this valve and brake-cylinder pipe to the brake cylinders on the locomotive, when applying the brake; returning through the brake-cylinder pipe to the distributing valve and to the *atmosphere* in a release of the brake.

Main reservoir air flows through the main reservoir pipe to the automatic brake valve, and through a passage in this valve to a chamber above the rotary

valve. When the automatic brake-valve handle is in release position, main reservoir air can flow to the brake pipe which leads to either end of the engine and to the distributing valve; also to the chamber under the diaphragm of the excess pressure head of the governor, and when the pin valve is unseated, to the *atmosphere* through the relief port.

Brake-pipe air enters the distributing valve and flows through a passage to a chamber in front of the equalizing piston, forcing this piston to release position, opening the feed groove, allowing brake-pipe air to enter the equalizing slide valve chamber and on to the pressure chamber, charging these chambers equal to the pressure in the brake pipe. When a service application of the brake is made, air from the equalizing slide valve chamber and pressure chamber will flow to the application cylinders and chamber, causing the application piston and its valves to move to application position; in an emergency application, pressure chamber air flows to the application cylinder only. In an independent application of the brake, air from the reducing valve pipe will flow through the independent brake valve and application cylinder pipe to the application cylinder and chamber.

In a release of the brake, when made with the automatic brake valve, the air from the application cylinder and chamber flows through the exhaust port in the equalizing slide valve to the distributing valve release pipe, and through this pipe and independent brake valve to the automatic brake valve, thence through this valve to the *atmosphere*.

When a release of the brake is made with the independent brake valve, air from the application chamber and cylinder flows through the application cylinder pipe to the independent brake valve and to the *atmosphere* through the direct exhaust port of this valve.

Whenever the pressure in the application cylinder exceeds the adjustment of the safety valve, air will flow through this valve to the *atmosphere*. With the handle of either brake valve in release position, air can flow through the warning port to the *atmosphere*.

When the handle of the automatic

brake valve is moved to either running or holding position, air from the main reservoir pipe can flow through the feed valve and its pipe to the automatic brake valve, and through this valve to the brake pipe.

In release, running or holding position of the automatic brake valve, air from the chamber above the rotary valve is free to flow through the excess pressure operating pipe to the chamber under the diaphragm of the excess pressure head of the pump governor, and when its pin valve is unseated, to the *atmosphere* through the relief port.

When the automatic brake valve handle is moved to service position, chamber D, above the equalizing piston, and the equalizing reservoir, are connected through the preliminary exhaust port to the *atmosphere*, thus allowing air from these chambers to flow to the *atmosphere*.

The reduction of pressure above the equalizing piston allows brake-pipe pressure beneath the piston to force it upward, unseating the brake-pipe exhaust valve, permitting the brake-pipe air to escape to the *atmosphere* until the pressure in the brake pipe becomes somewhat less than that in chamber D and the equalizing reservoir, when the piston will be forced down, seating the brake-pipe exhaust valve, stopping the exhaust of air. When the handle of the automatic brake valve is moved to emergency position, the brake-pipe port in the rotary valve seat is connected through the rotary valve to the direct exhaust port, thus allowing brake-pipe air to escape to the *atmosphere*. In this position of the brake valve air from the chamber above the rotary valve is free to flow through a small port—called the blow-down timing port—to the application cylinder pipe and through this pipe to the application cylinder. Chamber D and the equalizing reservoir are now connected through a port in the rotary valve with the exhaust, thus permitting air from these chambers to escape to the *atmosphere*.

Air entering the brake pipe is free to flow through the angle cocks, hose and couplings to the cross-over pipe on each car, and through this pipe and its cut-out cock, also centrifugal dirt collector to the triple valve. Air entering the triple

valve must first pass through the strainer, thence through a passage to the chamber in front of the triple piston.

Pressure forming in front of this piston will force it to release position, in which the feed groove is open, allowing air to feed past the piston to the slide valve chamber and on to the auxiliary reservoir; air will continue to flow through the feed groove to the auxiliary reservoir until the pressure equalizes with that in the brake pipe.

When a gradual reduction of brake-pipe pressure is made, the triple piston graduating valve and slide valve will move to service position, in which the feed groove is closed, thus closing the communication between the brake pipe and auxiliary reservoir; the surface port is open and air from the auxiliary is free to flow to the brake cylinder until the auxiliary pressure becomes slightly less than that in the brake pipe, when the triple piston and graduating valve will move back just far enough to close the service port, or to service lap position.

When the brake-pipe pressure is increased above that on the auxiliary side of the triple piston, or, where the auxiliary pressure is reduced, as through the bleed cock, below that in the brake pipe, the triple piston and its slide valve will move to release position; in which the brake cylinder port is connected to the exhaust port, through the exhaust cavity in the face of the slide valve, thus allowing the air in the brake cylinder to escape to the *atmosphere*.

As a last word, it might be said that much of the air compressed by the pump is returned to the *atmosphere* through the brake-pipe leakage.

### Questions and Answers

BY JAMES GREGORY

**Q.** In reading up on outside valve gears, I found the claim made that the constant lead they provide for "makes the engine smart and capable, keeping it up to its full capacity at all times." It has been my impression that the lead was the same for all cut-offs, then how could it be suited for work of engine "at all times?"

H. D.



**A.** There are times when the fixed lead is a disadvantage, as when starting a train and when running slowly, so the claim of it being an advantage at all times does not hold good.

**Q.** In reading up on draft appliances I find the statement that the use of a petticoat pipe is necessary if the diameter of stack is narrow, but if stack is wide the petticoat pipe may be dispensed with, often to advantage. What is the difference between petticoat pipe and draft pipe?

**R. R.**

**A.** Your information is correct, but it does not solve the question, the why of it. The only purpose of the petticoat pipe or draft pipe, which is more proper today, is to convey the exhaust steam cleanly into the stack. If the nozzle is low the draft pipe is needed, as the exhaust steam column would spread so as to not all enter stack. If the diameter of stack is greater the tendency of steam to enter it without the aid of a draft pipe is advanced, so when it is all summed up the whole question seems to resolve itself into a matter of height of nozzle. When viewed in this way it simplifies a problem that may seem to be rather difficult otherwise to understand.

**Q.** I have heard and read the suggestion that superheated steam could be used in air pump to advantage. Why is it not done?

**R. M.**

**A.** Theoretically speaking it would be an economy, but there are some practical obstacles in the way. With present construction we have superheated steam only when engine is working and its volume depends upon the amount of opening of throttle valve, and as throttle valve is sometimes shut off and varies from full boiler pressure to many degrees lower before being shut off it seems like an impracticable problem.

**Q.** Why is it that when starting a train having practically no slack, that though the engine is not able to start it in one position, she will, after being moved so as to be in a different position, as regards her pins, start the train all right? This is a common thing on the run I am on, as the engine cannot always start the train of nine cars at several of the stations on the line. Engine has the slide valve, out-

side admission, 68-inch wheel center, 10-wheel engine.

**R. M.**

**A.** Your experience is not uncommon. You will find the same results anywhere the conditions are such as you state, that is, with reference to the engine being loaded beyond her capacity to start train readily at some stations.

That the engine will start after train is moved back a little simply proves that she has more power on some points than on others. If you will take notice you will find that in the cases when engine is unable to start the train, the position of crank pins, either one or both, will be invariably on the rear half of wheel, at which points engine is weaker than in position that will bring pins on forward half of wheel or ahead of the axle. The reason for that is that the piston travel, owing to the effect of the angularity of main rods, is greater in proportion with the pins ahead of the axle than if behind the axle, and this represents just so much advantage in leverage, which is often enough, as you have stated, to start the train after vainly trying to do so in some other position.

**Q.** With engine standing on lower quarter on right side and lever on center, what position would the valve have on that side? What position would valve on left side have?

**INQUIRER.**

**A.** Answering first part of question, will say the valve would be in its middle position on seat, covering the ports.

Answering second question, assuming engine on that side to be on the forward center, the valve would stand in position to open the forward admission port the amount of the lead.

**Q.** Replying to a question by M. D. M. in the August JOURNAL, as to the advantage of using the exhaust of pump to heat train. The answer explained the impracticability of placing any handicap on the air pump. That point is all right, but would there not be some economy in the plan, aside from the question of any possible effect the back pressure might have in the working of the air pump?

**W. R., Div. 10.**

**A.** There is always this to be considered in connection with that proposition, that when the exhaust steam from pump

is used for train heating you are utilizing that which would otherwise be wasted; so, figuring on that basis, aside from everything else, it is pretty evident that some economy in fuel consumption must naturally result, for while more steam would be needed to work the pump under the handicap of a choked exhaust, the additional amount over what would be otherwise needed would not be as much as would be necessary to heat the train by the use of live steam direct from boiler.

**Q.** I notice that the Walschaert valve gear is sometimes run with link block at top of link when engine is in forward motion (outside admission valve). Does this arrangement call for any other change in adjustment of the different parts, and if so where is the change made? S. S.

**A.** Where the link block is run at top of link in forward motion it is done as a matter of convenience due to some peculiar construction of the engine, as a rule, and with this change the position of eccentric is a quarter behind the main pin for the outside admission valve, instead of ahead of it as is usual with valves having outside admission.

**Q.** What is the position of the eccentric crank on a Walschaert valve gear, engine outside admission, and the eccentrics of an engine with Stephenson valve gear, both standing on forward center, right side. Also, what would be the position of the engine on left side and that of the eccentric Stephenson gear on that side?

ENGINEER.

**A.** With outside admission valve the position of eccentric crank Walschaert gear would be just one-quarter ahead of the pin. With Stephenson gear to go ahead eccentric would be one-quarter behind the pin, less the amount necessary to advance it to overcome the lap of valve and give it to the lead. The back-up eccentric would be just as much ahead of the pin as the forward motion eccentric would be behind it.

On the left side the pin would be on the upper quarter, both eccentrics would be in the same relative position and distance from pin as was the case with the other side.

**Q.** Are all ports covered on both sides of engine with a Stephenson valve gear when reverse lever is placed on center position? How is it with Baker or Walschaert gear? M. M. S.

**A.** All ports are covered on both sides unless either side stands with pin on dead center, when, if engine has lead, the valve on that side will stand with the port open the amount of the lead.

**Q.** What kind of firing would you say is best to get the most steam with the least smoke, and the least fuel burned?

R. M. M.

**A.** If you refer to manual firing, that is, firing by hand, will say that the sizes of fireboxes have got beyond skillful firing. The best way to fire the modern engine is by mechanical means, as all reports tell that the saving of fuel and more consistent engine performance are all in favor of that method.

**Q.** We all know that trains pull hard around curves. Is that all due to flange friction? Why do they pull harder even if the flanges do not touch the inside curve of rail? RUNNER.

**A.** The wheel flanges of an engine or train do not always bear laterally on the rail on curves, and if they do, it depends upon the speed whether they bear against the inner or outer rail. However, there is another cause of resistance to train on curves that is not always considered, which accounts for much of the retarding effect of the curve, and that is the friction of tread of wheel with rail. When a pair of wheels is rounding a short curve each wheel is passing over a different length of track, and the wheel on inside of curve in turning the same number of revolutions as the one on outside of curve, but having less distance to cover, must necessarily slip a certain percentage of each revolution it makes. It may also happen that instead of the inside wheel slipping, the wheel on outside of curve may be made to slide over part of the distance it traverses to accommodate the slower rotary movement of the inside wheel, moving over the lesser distance. The former action, by which the wheel on inside of curve is controlled by the opposite wheel, more often takes place on a curve, but in either case there

is an amount of friction between tread of wheel and rail that is responsible for much of the retardation of trains on short curves that is often overlooked, or charged to flange friction. If tires are in good shape, as when new, or having just been turned, the conical shape of the tread of a driving wheel reduces the effect of the curve, as to the retardation of the engine, but if tire is in service a while it wears to a fixed flat tread, and the advantage of the cone in providing for the different lengths of rail on a curve is lost.

**Q.** What is the difference between a reheater and a superheater? The principle seems the same, then why the distinction?

RUNNER.

**A.** The superheater heats the steam to a temperature higher than that of boiler while the steam is passing from the boiler to the cylinders. The reheater heats the steam in a compound engine during its passage from the high to the low pressure cylinders.

**Q.** We have mogul engines and ten-wheelers here. Cannot understand the reason for building the mogul, as it is almost the same as the ten-wheeler, but is not as good an engine either to ride or in any other way. What is there about the mogul that is in its favor?

S. S.

**A.** There is this about the mogul, that by having but one pair of wheels on engine truck the bearing on truck may be moved farther ahead than on the ten-wheel type. This also permits the moving ahead of the forward pair of drivers, thus affording a better proportion of weight of engine on drivers of the mogul engine than is possible with the ten-wheel engine of same size. This makes it possible to use a larger cylinder on the mogul than would be possible with the ten-wheel engine of same weight.

If the mogul is not so good as the ten-wheelers, as you say, it is likely the fault is due to the larger size cylinders the mogul type permits account of better proportion of weight on driving wheels, which are often too large for the boiler, or, as we say, makes the engine overcylindrical.

**Q.** Is it necessary to change the position of the eccentric when engine is

changed from outside to inside admission?

H. M.

**A.** If the link block is run at bottom of link for forward motion, then the eccentric should lead the crank for outside admission valves and follow it for inside admission. If the link block is to be run at top of link forward motion, then the position of eccentric with relation to that of the pin must be reversed.

**Q.** How can we account for the reduction in number of broken side rods nowadays as compared to some years ago, when it was not an uncommon occurrence and often a dangerous one?

H. M.

**A.** There are several reasons for it, such as substituting the solid end for the strap rod; besides, better design and material used in the construction of the modern side rod has had much to do with reducing the number of failures of that nature.

**Q.** Why do the lower flues usually give out, that is, commence to leak before the upper ones? I have often read that the highest temperature is at the top or near the top flues?

H. R. R.

**A.** The temperature of gases passing through the top flues is usually higher, but is more uniform than that of lower flues for the following reasons: The feed water chills the latter when both injectors are used, particularly when engine is not working or not hard to produce boiler temperature high enough to overcome the effect of the cold feed water flowing along the lower part of boiler. It may be also said there is a greater amount of scale and mud surrounding lower flues which causes them to become overheated at times, besides which the fire on forward end of grates is more liable to die on sidings, or is less likely to be perfectly covered at any time than parts nearer the furnace door. Any one of these reasons is enough to account for the shorter time the lower flues will last.

**Q.** Is there any difference in the steam distribution with the Baker and Walschaert valve gears?

I. R.

**A.** With the Baker gear there is little if any preadmission working at full stroke, showing that the preadmission is variable. This is not so with the Wal-

schaert gear. This is considered as in favor of the Baker gear.

**Q.** We are asked to prevent failures of piston rod packing by using some steam from throttle valve while making stops on passenger with superheater engines. We are also required to not exceed 45 miles per hour on passenger with no indicator to tell at what speed we are running, but the general superintendent has the speed recorder in his private car and he complains when we exceed the speed limit, also when we lose time, and he kicks when we do rough braking, which can't be helped sometimes with engine using steam when making the stop. What do you think about such conditions and what would you offer as a remedy? W. R. W.

**A.** The conditions you refer to are not confined to the road you are on. The use of the throttle when drifting is rather common practice, and it does not help the braking, by any means. As for the speed question, well, it gives the general superintendent the advantage of knowing when you are violating the speed rule, and if he is small enough to derive any satisfaction from such a situation let him do so, if you cannot do otherwise, but would recommend the latter as a most effective remedy for such a state of affairs. It is part of the officer's business to know more, or at least to pretend to know more, than the average man, and the means employed to prove it in some cases, as you have cited, for instance, would be amusing, if it were not so annoying to the man who hauls the train under such a disadvantage. It would seem as if it were possible to correct the faults you mention by the aid of a good committee, properly supported. Such things have been done.

**Q.** We have been having more than usual trouble with boilers foaming during the long dry spell of the past summer. Some had less trouble than others, either on account of the manner of blowing off boilers, or the greater frequency of doing so, whichever it may be. To what would you attribute the great difference in the work of different men as to foaming of boilers? We have regular engines here.

R. M. D.

**A.** There is a difference in methods of blowing off, both as to the manner and

frequency of doing it, also there is some difference in the handling of engines, the carrying of water and some other things bearing on the question of foaming that should be considered in connection with the subject of how to handle locomotives in a district having bad water seasons.

Where the water is uniformly bad there is usually allowance as well as some preparation made for the situation, and the boiler troubles are all in a day's work; but where bad water comes only in seasons, and then not every year, the men, the power and the general system of locomotive management are unprepared for the unusual conditions, so confusion, with general inefficiency of engine performance, often results. As to the best way for engineers to blow boilers out, it may be said that the most effective method to stop foaming is the most severe on boiler, and that is the blowing off while both injectors are working, thus practically flushing out the boiler so as to almost completely change the water within it in a short time. This practice is likely to cause breaking of stay bolts or leaking of flues, as well as some other undesirable results, but the foaming will be overcome, and the engine will do good work as to train movement, but the cost of upkeep of boiler will be greater with that method of blowing off than where the engine is blown off with neither injector working. The cold currents of water circulating in boiler and around firebox when both injectors are kept working during the blow-off shorten the life of the boiler, but since it puts the engine in shape to do service it is apparently a better plan after all than the one of blowing without really getting any effect at all, either as to boiler troubles or a correction of the fault of foaming. The engineer, with time to make and the desire to make it, will favor the use of both injectors when blowing, while engine department heads will frown down on the practice, if not absolutely forbid it, so there you are. Frequent washings is the best remedy for such a situation, as well as the most economical in the end.

**Q.** Is there any danger of harming boiler with both injectors working when blowing boiler off to prevent foaming, if there be a good fire maintained and the

blower working so as to hold boiler pressure up while blowing is being done?

R. M. D.

A. It is possible to hold boiler pressure up, as you suggest, even when there are parts of the firebox and boiler comparatively cold. If both injectors are working even though pressure be held up to the popping point, you can bear your hand on the outside sheets of the firebox; this puts an unusual strain on the stay bolts as the expansion of inner or fire sheet is at the maximum while the outside sheet is comparatively cold. It may also happen that the temperature of lower flues will be considerably less than that of the upper ones, even when there is a good fire kept, with the blower on, and the effect of this variation of temperature between the upper and lower flues, joined as they are to the same flue sheets, cannot help but shorten the life of the joints between flues and sheets.

Q. What is meant by the term "human equation" as used in connection with locomotive development? H. S.

A. That phrase is used to express the limit of size and coal-burning capacity of the engine. It means that the limit of ability of the fireman to supply coal to the firebox must determine the extent to which locomotive development may attain. It is also said that with the adoption of the automatic stoker, the "human equation" is wholly eliminated, which means that the size of engine need not conform to the ability of the fireman to feed the furnace by hand-firing.

Q. What advantage has the automatic stoker over the hand-fired locomotive in the matter of smoke prevention? S. H.

A. The better combustion gained by the more uniform supply of fuel with the stoker, also the higher average temperature of firebox possible, insures a lesser density of smoke at any time, as that which follows immediately after the fire has been replenished by hand firing, however skillfully it may be done; also, it may be said, the stack never clears up quite as well as when the fire has been permitted to burn out, as with hand firing.

Q. When is an engine working to her full capacity? What does the limit of

engine's capacity depend on principally? H. S.

A. When starting train, if it is necessary to work full stroke and use full boiler pressure, or any time when the engine is made to do all she can, either in the matter of high speed or in moving heavy tonnage, she is said to be working to the full capacity. It may often happen that an engine may be doing all the work she is capable of and still not be working to the capacity represented by the proportions of the engine, owing to some defect in her condition, or it may be due to the inability of the fireman to measure up to the work required. That is one of the chief advantages of the automatic stoker, that it permits the working of the engine to full capacity under all conditions; not being dependent on the skill or endurance of the fireman.

Q. To what would you charge the difference in condition of the pooled engine from the one having a regular crew? Is it because of the work done by the engineer toward keeping engine up?

M. R. R.

A. It is not due so much to the actual work done by the engineer himself, but rather to the amount of work he can get done, and at the proper time, which prevents the engine from becoming run down so much sooner than if in the pool. There is no place where the stitch in time is more effective than in the upkeep of a locomotive, which explains why the better condition of the regularly crewed engine.

Q. Should an arch tube that shows a blister on it be considered unsafe? What would cause it to blister, and is it not often calked and run for some time after a blister is formed? W. S. L.

A. Answering the second question first, a blister on an arch tube is usually caused by the flue being burnt, the result of mud accumulating inside the flue at that point. The Federal Inspectors invariably order a blistered arch to be removed on the grounds of its being dangerous. It has been the practice, and is yet, no doubt, in some places, to calk the burnt part if it shows a leak, but the law requires that the engine be held out of service until the defective flue is replaced.

**Q.** Since our road has adopted the superheater the tonnage rating on freight has been increased on one division about 15 per cent, while on the other there has been only an addition of about 5 per cent. How is that? Also there is some talk of putting bigger cylinders on the engines on the division having only the 5 per cent added to the tonnage of the engines before they were superheated. What is the reason for this change on that division only? Some have said the change will make better engines out of them. K. R.

**A.** It is possible to increase the tonnage rating on engines when changed to superheaters if the division of road on which they are used is fairly level. The only time the engines would be handicapped would be at starting, but as the engine on level road is not usually taxed to the full limit of power at starting, some tonnage might be added that could not be added on a hilly division, where at many points the engines had before been taxed to the full limit of their starting power. If engine is used in fast freight service it would of course be possible to add to the tonnage somewhat in either case. In such work engines do not haul near the maximum or dead freight tonnage.

As for making the engines better by giving them larger cylinders, it will add to their hauling capacity, but the advantage to the engineer and fireman that the superheating principle afforded will be somewhat lessened, if not wholly lost.

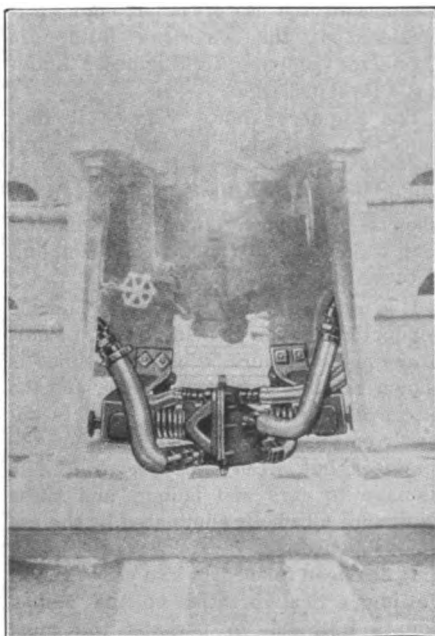
**Q.** I read of controlling the lead of an engine when working in the forward motion by setting the back-up eccentrics with negative lead. What does that mean and how is the forward motion affected by the back-up eccentrics? W. R., Div. 10.

**A.** When engine is working at any position of reverse lever, or link, excepting that of full stroke, the motion of valve is controlled by both eccentrics, the influence of each depending on the position of the eccentric rod connection on link with relation to the link block. If that part of link to which go-ahead eccentric rod is connected is nearest the link block, then the go-ahead eccentric will control the valve movement most, the opposite being true if the back-up eccentric rod connection to link is nearest to link block, and if lever

and link are in middle position the influence of both eccentrics will be the same, and the valve will only move the distance of the lap and lead. So it can be seen that if it is desired to prevent a too great increase of positive lead on an engine, the back-up eccentric could be set for a negative lead for the full stroke position in forward gear and owing to the influence of the back-up eccentric when lever was cut back and link raised the increase of lead would be modified, or be less than if the back-up and go-ahead eccentrics were set for the same lead.

### The American Automatic Connector

The American Automatic Connector, cut of which is presented herewith, combines all the elements to be considered in a perfect device for the purpose of coupling the air and steam connections on freight or passenger trains. It is absolutely positive of action under any existing conditions, either as to unequal heights of cars or on the shortest possible curves. It wholly eliminates personal risk of trainmen by being self-acting, both as to coupling and uncoupling, and insures perfectly tight joints throughout



Automatic Connector in position

the train in steam and air connections between cars in any temperature, something unknown in practical railroading today, thus insuring not only a wide range of economy in the more reliable and smoother handling that attends train braking, where a uniform train-pipe pressure may be maintained throughout long trains, but it also relieves the air pump of a lot of labor, with the attending fuel waste, incident to overworking the pump to supply air leaks of the ordinary hand coupling, which this device is designed to displace.

It not only covers successfully every possible contingency incident to the service under all conditions, but it is a time-saver as well, and has the leverage of practical economy on its side, together with the all-important fact that these benefits are not confined to its low first cost and the direct effect on hose and joints of couplings, due to its simple and frictionless operation, but also in its far-reaching benefits for safety in train movement, and taken all in all, it operates in strict accordance with the principles of Safety First.

For further information you are respectfully referred to Mr. M. A. Barber, member of the B. of R. T. and vice-president of the American Automatic Connector Company, 710 Engineers' Building, Cleveland, Ohio.

The engineer knows very well that much of the trouble incident to freight braking, which is too often charged to rough handling, is the direct result of unequal brake power at opposite ends of long trains, due to leakage at coupling between the cars.

It is not an uncommon thing to find the conductor's gauge showing but 60 pounds brake-pipe pressure when 70 pounds is shown on the gauge on engine, and the effect of this not only often reflects unjustly on the carefulness and skill of the engineer, but often causes considerable damage to cars and lading, and these faults are all wholly eliminated by the use of this device.

It has been for nearly two years and is yet in practical operation on the Temiscouata Railroad, in perhaps the most severe climate on the continent, for a

test of its merits, and you are respectfully referred to that road for further testimony as to the merits of the American Automatic Connector.

### Slack Action and How to Prevent the Greater Part of It

First: Those responsible for the supplementary reservoir being cut in and used in connection with cars not equipped with this feature should be given a long and continuous leave of absence.

Second: The L triple valve would materially assist if universally adopted. Whatever difference in the initial cylinder pressure that this valve puts in the cylinder over and above that put in by the old style triples, will be taken care of if the speed and track conditions are right; but I doubt that it will do this at slow speeds and at the time of release. The Air-Brake Company should suggest something that would overcome this difference in cylinder pressures when the initial brake-pipe reduction is made, for at this point the trouble begins if we have normal (and it is much worse with abnormal) piston travel in the train.

It is the unequal initial cylinder pressures that caused the shocks when the brake application is made or started. For example, suppose we intend to make a 20-pound reduction of brake-pipe pressure. When the first five pounds of this intended reduction is pulled off, the cylinder with 3-inch piston travel has 29 pounds, and the cylinder with 12-inch piston travel has zero pounds, or there is 2900 per cent difference in the braking power for these two cars at the beginning of the operation. After the reduction is completed the cylinder pressures will be 61 pounds for the 3-inch and 36 pounds for the 12-inch piston travel. Thus the above difference in braking power is reduced to only 69 per cent. Another example, when the extremes of piston travel are only 6-inch and 9-inch a 5-pound reduction puts 11 pounds in the former and only 2 pounds in the latter, or 450 per cent difference in braking power between these cars. If we continue the reduction until 20 pounds is drawn off we find 55 pounds in one cylin-

der and 49 pounds in the other, and the difference in braking power is only 12 per cent. In these operations no consideration has been given any leaks.

The above examples tend to show that the unequal initial cylinder pressures are the cause of the shocks which occur when the initial pressures enter the cylinders. If this is admitted, *then it is proper to know that the cylinder pressures are equal in all cylinders for the initial part of intended brake-pipe reduction.*

Many are led to believe by all this clamor about brake valve manipulation and education that some expert air-brake man can, by certain mysterious movements of the brake valve, produce different pressures in the same cylinder volumes with the same brake-pipe reduction than others who have less skill.

Let's eliminate the visionary ideas about the brakes. Mr. Turner, himself, can not make the triple valve work in any other way than the predetermined way. Neither could he, with all his genius and thorough understanding of the brake, produce any other pressures in the cylinders for any brake-pipe reduction other than the predetermined amount that goes there by permission of the triple valve. The call boy can produce the same pressures in the same cylinders with the same reduction and with the same effects that the best air-brake expert in the world can—track and speed conditions excepted.

The sooner the above fact is written indelibly on the minds of many, the better it will be for air-brake conditions. Air-brake *inefficiency* and brake-valve *manipulation* are inseparable twin brothers. The only distinction is a hyphen which spells *negligence*. Wherever you find the loudest clamor for manipulation of the brake valve you will also find the poorest brakes. Furthermore, it has put more "Rip-Van-Winkles," more "can't-ers," more followers of the lines of the least resistance and more shifters of responsibility into the air-brake department than it is possible to realize.

If we are to eliminate shocks, that is, when unequal cylinder pressures contribute to that result, we will have to get acquainted with the pressures that are put into the cylinders with the first 5-pound

reduction of brake-pipe pressure. They will have to use the air gauge for this purpose. They must test the brake cylinders for leaks in the same manner that they recommend that the brake should be used to stop at stations, only make it more rigid, as the leaks are much worse while train is running than when at a standstill.

When the above is put into practice the railroads will begin to realize a large income on the money invested in air brakes, and they will not be timid in investing more money in the same field as long as the returns—which will surely follow—justify the additional expenditure for air-brake efficiency.

#### AIR BRAKES

What's the matter with the air brakes? What's the matter with the methods of air-brake instruction? What has been the result of maintenance conditions for years past? Why have the enginemen and trainmen lost interest in the air brake? Is it because they have heard too much about ports, passages, valves, and nothing about brake cylinders? The ports, passages and valves don't stop the train; they don't cause the shocks, buckling and surging in trains.

It is indeed fortunate that Mr. Turner discovered the brake cylinder and its true relation to air-brake handled trains. Up to that time the air-brake question was a case of the "blind leading the blind." As his influence and teaching spreads over the country we will get better results. If the air-brake department were separate and supervised by eminent air-brake engineers from the air-brake company, better results would surely follow in leaps and bounds.

Some air-brake instructors have been very clever in explaining to the management that the accident was caused by this and that, and if the engineer had manipulated the brake valve in some other manner the accident wouldn't have happened.

Mr. Turner has very properly classed this kind of air-brake engineering as it should be, when addressing the St. Louis Railway Club, February 11, 1916, as the following excerpt will explain:

"Some railroads have, in my judgment,



foolishly jumped from the frying-pan into the fire by increasing the braking ratio on the empty car. This, of course, increases the braking ratio about 15 per cent when the car is loaded, but it is so disastrous to braking operations with long trains that if the railroad officials, who have to finally settle with the shipper for damage to lading and to make good the losses due to damaged rolling stock, only knew what this means in dollars and cents, the life of the individual responsible for such rotten engineering would be in jeopardy, in a business sense. While the railroads having grades to negotiate condemn the railroads with only level districts because of the class and condition of brakes they turn over, it is my judgment that the level roads have just as strong a kick against the mountain roads for turning over to them cars that have empty car braking ratio raised so high, in order to better the braking ratio for the loaded cars, that a condition already bad has been made infinitely worse in the way of slack action."

The reason advanced for the improper upkeep of the brakes is the lack of sufficient time to make the necessary repairs in spite of the fact that freight cars are standing still or being switched in yards 95 per cent of the time. While Mr. Turner's paper was under discussion some important points were brought out—namely, that we had 45,000,000 freight cars in the country subject to demurrage from 1910 to 1914; that we have 2,300,000 freight cars that are standing still or being switched in yards 95 per cent of the time; that the railroads paid out during the year ending June 30, 1914, a grand total of \$324,333,874 for maintenance of freight cars, loss and damage to freight, baggage and property, also injuries to persons. Eighty per cent of the above amount is charged to "rough handling," it is so estimated.

The cause of much rough handling was brought out by Mr. Burton's discussion of the paper, which was in part: "Just as he (Mr. Turner) has brought it out in his paper, and his remarks to the effect that where you have empty and loaded cars in the same train, you can set up a drawbar pull or a pull approximating

600,000 pounds. For those who have spent much time in dynamometer cars and paid attention to what is going on, they can readily realize that all this is not theory, but, as he has stated, it is a matter of actual fact. If a careful study is made of the figures that he has presented, you will be able to see that it is a fact to expect such conditions to exist. That 600,000 pounds I dare say would closely approximate the maximum tractive effort that will be developed by four pretty good-sized locomotives, if we had two at each end of one of these long trains, headed in opposite directions, and if the slack is taken up by reversing all four of the engines and backing up and then giving them steam simultaneously, reversing all four engines. There is not a man in the room who would question what would happen in that event."

While discussing the load and empty brake at the annual convention of The Air-Brake Association in 1912, this interesting and *foul condition* was brought out. "Just a few months ago we started several men out on the road to ascertain the percentage of braking power on the different cars, our own as well as cars of foreign lines, and cars owned by private concerns. We were very much surprised to find some of the cars braking as low as 22 per cent, and as high as 118 per cent of the light weight of the car." How many of the other roads could find these same *conditions*?

If two empty cars braking at 60 per cent of the light weight have equal braking power with normal piston travel (8 inches), then we will have uniform retardation. But, if we change the piston travel from normal (8 inches) to 4 and 10 inches and make a 5-pound brake-pipe reduction, the 4-inch piston travel cylinder gets 21 pounds and the 10-inch piston travel cylinder gets 1 pound or 2,000 per cent difference in braking power between the cars; with the same piston travel, suppose we make a 7-pound, brake-pipe reduction; in one cylinder we get 33 pounds, and in the other 7 pounds or 370 per cent difference in the braking power between the cars; with a 10-pound brake-pipe reduction and the same piston travel we get 52 pounds and 16 pounds, or 225 per

cent difference in the braking power between the cars. Suppose we load the car that has 10-inch piston travel to its loading limit and leave the 4-inch piston travel car empty, what will be the difference in braking power between the cars for the several different brake-pipe reductions? Again try this operation on the cars that were found braking as low as 22 per cent and as high as 118 per cent of the light weight. Please figure it out in a dark room, as the *conditions are too foul to stand the light of day*. What have the engineers to do with such rotten conditions, and how can they manipulate the brake-valve handle to overcome such conditions? With the above degree of maintenance before us, the question bobs up, How often in the past have the officials suspended and given demerit marks to engineers for "rough handling of trains?" If they were questioned closely it would be found they didn't know the first principles of the air brake, much less the important fact that the brake cylinder is the most important factor of the air-brake system.

The mechanical and car departments have had charge of installing and the maintenance of the air brakes and what do we see? The air-brake instructors and traveling engineers have had charge of the methods of instruction that are used and advocated from time to time and what do we find? That they differ on almost every subject. We are not surprised at what Mr. Turner says to the members of the Air Brake Association, which was in part, "I wish to state that a great many air-brake instructors do not have the influence their position should give them, simply because they think valves, talk valves and see only valves. If they would study principles as well as ports and passages of equipments, as well as valves, equalization, as well as equipments, and conditions as well as conversation, they would become the all-round air-brake man who alone receives and can command recognition."

It's no wonder the enginemen and trainmen have lost interest in the air brakes. Air brakes should interest all departments and employees who get their bread and butter indirectly from the sale of

passenger and freight transportation.

In dealing with cylinder pressures before the Air Brake Association, Mr. Turner says: "You see that the cylinder pressure, and *consequently* the *braking power* of the car, can be doubled fully within the limits of permissible variations; or rather, not permissible, but between the encountered variations of piston travel in the same train. These are six and nine inches, and yet the brake-cylinder pressure varied nearly 100 per cent from the same reduction. Isn't that itself an example of how closely piston travel should be looked after to see that it is at least more uniform than within the extremes of six and nine inches? I think that if anyone will take the pains to study this chapter on piston travel his ideas of the work to be done in the yard will be greatly changed. The engineer will be the first man to notice it, the railroad will be second, inasmuch as the millions of dollars they are now throwing away for broken trains and damage to freight will be largely reduced."

Particular attention is called to the wide variation in braking power between cars when light brake-pipe reductions are made and the piston travel is abnormal. The above cylinder pressures that Mr. Turner refers to are the result of a 10-pound reduction. There would have been 450 per cent difference with a 5-lb. reduction, with 7-lb. reduction 137 per cent difference, with 15-lb. reduction 61 per cent difference, with 20-lb. reduction there would only be 12 per cent difference in the braking power for the piston travel Mr. Turner refers to.

These pressure tables plainly show that the shocks occur while the initial 5-lb. brake-pipe reduction is being made regardless of what reduction is intended; furthermore, it is the initial cylinder pressure that brings about these conditions. If this is admitted, then it is certain the cylinder pressures must be equal at the beginning of the brake-pipe reduction.

If these pressure tables were submitted to a body of practical men for the purpose of getting their opinion as to the effects that would follow if the described conditions existed, and if one of the num-

## CYLINDER PRESSURES AND BRAKING POWER

Cylinder pressure table and difference in braking power between cars for the same brake-pipe reduction. These pressures were taken from Mr. Turner's charts. No leaks taken into consideration.

Piston Travel, Inches	Brake-pipe Reduction, Lbs.	Cylinder Pressures, Lbs.	Per cent more braking power than ten-inch piston travel
3	5	29	2,800
4	5	21	2,000
5	5	15	1,400
6	5	11	1,000
7	5	7	600
8	5	Normal 4	pressure line 300
9	5	2	100
10	5	1	....
11	5	0	....
12	5	0	....
3	7	45	542
4	7	33	371
5	7	25	257
6	7	19	171
7	7	15	114
8	7	Normal 12	pressure line 71
9	7	8	14
10	7	7	....
11	7	5	28
12	7	3	133
3	10	60	275
4	10	52	225
5	10	41	156
6	10	34	112
7	10	27	62
8	10	Normal 23	pressure line 43
9	10	18	12
10	10	16	....
11	10	13	18
12	10	11	31
3	15	61	103
4	15	59	96
5	15	57	90
6	15	55	83
7	15	47	56
8	15	Normal 40	pressure line 33
9	15	34	13
10	15	30	....
11	15	27	....
12	15	23	....
3	20	61	37
4	20	59	34
5	20	57	29
6	20	55	25
7	20	53	20
8	20	Normal 51	pressure line 15
9	20	49	11
10	20	44	....
11	20	39	....
12	20	36	....

With these extremes in piston travel the shocks are double those of a 7-lb. reduction.

Less than 10 ins.  
Less than 10 ins.

A 5-lb. reduction produces six times greater shocks than a 10-lb. reduction for these extremes in piston travel.

Less than 10 ins.  
Less than 10 ins.

With these extremes in piston travel the condition for shocks is 17 times greater when a 5-lb. reduction is made than a 15-lb. reduction.

It is 42 times greater than a 20-lb. reduction.

ber was a Jew, he would be the first to give an answer—his race seemingly being inclined to reason quickly from effect to cause—which would probably be in these words, "Give me the last installment

first!" thereby choosing, as he thinks, the least of the several evils.

If some one were to tell the railroad officials that he could teach the engineers to manipulate the throttle in such a way

that it would be possible to handle twenty times more tonnage with the same engines, what would the officials think? Would they believe him? No, I think not. He would be looked upon as a theorist with loose wheels. But they have been believing the same line of ridiculous punk about the air brakes, namely, that the engineers can handle the trains smoothly when the braking power between the cars varies from hundreds to thousands of per cent. This, some air brake experts have claimed, could be done by proper manipulation of the brake valve.

"It seems to me that for the past few years this Association has been wasting much time trying to find out how to create some kind of an engineer that could alleviate, or entirely eliminate, conditions that exist, outside of and independent of the engineer. Since my first connection with this Association in 1902, this subject has been up every year in more or less degree." In regard to the triple valve, Mr. Turner goes on to say, "But there is one thing that the triple valve does do, which it must do and for which you men right here are responsible, and that is it puts too much air pressure in the cylinder, but it can only do it when you gentlemen have neglected your duty."

Quotations from Mr. Turner, A. B., 1916. A LOCOMOTIVE ENGINEER.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

The Committee on Transportation of the American Railway Association is authorized to make reply to members of that Association with respect to doubtful points of practice under Standard Rules. The rulings made by the Committee, while not binding on any road, are usually instructive and help to a better understanding of the intent of the rules.

The following question was submitted to the Committee and reply made as follows:

Q. An investigation of a recent acci-

dent in this state, caused by the collision of an incoming passenger train with a train standing on the siding due to the fact that the switch ahead of the train on the siding was set wrong, developed the fact that there is a very marked disagreement on the part of managers and operating officers of the various roads in this jurisdiction as to the construction of the Standard Code Rules in respect to the duty of any member of a train crew that takes the siding to meet a train to have any responsibility as to the safety of the switch ahead.

Some of the officials insist that Rule 104a, together with Rule 106, make it the duty of the conductor and engineer of the train on the siding in the supposed case to see that the switch ahead is safe for the main line. Others insist on the contrary, and that the requirement that any of the train crew on the siding in the supposed case should have any responsibility in regard to the switch ahead is contrary to the requirements of good rail-roading.

On one of the roads interested the Standard Code Rule 104 had been modified by adding a clause: "Engineers must see that the switches at the front end of their trains are set right." Their operating officials assure me that under Rule 106 of the Standard Code, they would expect the conductor to feel responsible for knowing that his train was properly protected at both ends.

It seems to me that a rule regulating such an important matter should be so framed that there is no need for any difference of opinion as to its meaning; and that if there is any room for such difference, the proper construction should be settled by the Association.

A. "Rule 104 of the Standard Code of Train Rules only attempts to place responsibility for the position of a switch when used by a train. It is obviously impossible to frame a rule placing the responsibility for conditions ahead of a train, other than provided in train Rules 106 and 106."

The above ruling of the committee is sound in its application.

Rule, 104, which is referred to, provides that switches must be left in proper posi-

tion after having been used, and it also holds conductors responsible for switches used by them and their trainmen, except where switch tenders are located.

Rule 105 states that both conductors and enginemen are responsible for the safety of their trains and must take every precaution for their protection, under conditions which are not provided for by rule. Rule 106 cautions trainmen to always take the safe course in case of doubt and run no risks.

In connection with this case it is well to remember that the incoming train has a responsibility with respect to the switch which should not be lost sight of. The train crew on the siding might not have been in position to observe the position of the switch and it was evident that they did not observe it or they would have set it for the main line. It seems that as the approaching train was about to pass over the switch it became the duty of the approaching train to know that it was properly set. Rule 106 is a good rule, when properly used, but it should not be over-worked to bolster up poor rules or poor switch signals.

NASHVILLE, TENN., Dec. 3, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please give your understanding of the following orders, as there is a great difference of opinion in regard to the movement:

Order No. 1, "No. 3 has right over No. 2 D to B."

No. 2 and No. 3 are first class trains and No. 3 is the train in the inferior direction.

Later, order No. 2 is issued, reading, "No. 2 meet second No. 3 at C."

What action can be taken by No. 2 and also by third No. 3? H. J. G.

A. Order No. 1 gave all sections of No. 3 right over No. 2 between D and B for the reason that No. 3 was mentioned by its schedule number alone. Rule 218 states that when a train is named in a train order by its schedule number alone all sections of that schedule are included in the order and each section must have a copy of the order given to it. Thus Rule 218 authorized all sections of No. 3 to use order No. 1.

Order No. 2 fixed a meeting point at C for No. 2 and second No. 3, but it did not in any way modify or supersede order No. 1, except, of course, No. 2 was given the authority to proceed to C against second No. 3, a train which had been made superior to No. 2 by order No. 1.

When No. 2 arrived at C it had to take the siding because it was inferior to all sections of No. 3 under the terms of order No. 1, which was still in effect. It must be understood that a right of track order is not superseded when a meeting order is issued to the trains concerned. The right of track order remains in effect after the meeting point has been fixed just the same as the schedule superiority of a train remains in effect in a like case.

After No. 2 meets second No. 3 at C it must remain clear at C because third No. 3 holds order No. 1 and is thereby made superior to No. 2 and may proceed from D to B against No. 2. If it is desired that No. 2 go beyond C for third No. 3 it must be given a wait order or a meet order against that section of No. 3.

ERIE, PA., Dec. 2, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Extra 542 overtook No. 8, disabled, at a blind siding, exchanged orders with No. 8 and proceeded to the first telegraph station.

Should the extra display white signals after it has exchanged orders with No. 8 and should No. 8 display white signals?

M. H. G.

A. After extra 542 passed No. 8 and assumed its schedule, it became No. 8 and had no authority to display white signals. It must report to the dispatcher from the first open office.

When No. 8's train is ready it must move as extra 542 and display white signals to the first open office, where it must report to the train dispatcher.

MASON CITY, IOWA, Nov. 20, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please give your opinion on the following order:

No. 1 will meet No. 2 at A and No. 4 at D; No. 1 will hold main track; No. 4 will take siding on west end of house track.

No. 1 is a train of inferior direction. All the trains are of the same class.

Under the order, which train will hold main track at A? Div. 102.

A. Under the terms of the order No. 1 may hold the main track at both meeting points. The instructions to No. 4 to take siding on the west end of the house track are specific in the case of No. 4 and it is expected that No. 2 will take siding on the regular siding provided for that purpose at A.

The injunction to No. 1 to hold the main track must apply to both meeting points, otherwise it must specify where it is to hold main track; as "No. 1 hold main track at A." If it was the intention that No. 1 should only hold main track for No. 4, the words "No. 1 will hold main track" would have been unnecessary, as the instructions that "No. 4 will take siding on west end of house track" is full authority for No. 1 to hold main track for No. 4.

### Safe Clearance

BY JASON KELLEY

When the time clearance at meeting points on single track between trains of the same class was taken away there was left a loophole for danger. It is bad enough that there is no margin of time provided for in such cases, when the trains to meet are scheduled, and being so, are not unexpected, but when the extra or irregular train makes its own meeting point at stations on the line there is a measure of danger attending the movement that has more than once proven the need of a time clearance at all times between meeting trains of whatever class. When one questions the reason for the elimination of the clearance there seems to be no answer excepting that the adoption of the air brake has made it reasonably safe to do some things to promote economy of time not possible before; but it is a fact, nevertheless, that in spite of the advantage of the power brake, there are many train accidents due to the absence of a safety margin between trains of same class at meeting points. It may be argued that the extra or irregular trains must make a clearance of five minutes, as per rule 89 of the Standard Rules, which provides for the clearance

between all trains of different class, but, usually, practical railroading doesn't recognize more than two classes of trains, even on roads having as much as four, if we include the extra train.

The present-day high-pressure demand for speed in all classes of trains is constantly encroaching on the lines of safety until they are decidedly indistinct in many instances. Take for example even the regular train behind its schedule going against the "current of traffic," or against trains of same class, having right of track over it. The rules provide that, "if the expected train of the same class is not found at the scheduled meeting point, the superior train must approach all sidings beyond, prepared to stop until the expected train is met." Do they do that anywhere these days? If they do, and it is considered advisable, why is not the same caution provided for in the case of the extra train? This would, of course, call for a rule requiring trains having right of track to approach all stations, when running on time, prepared to stop for extra trains liable to be late getting on siding to clear, which would not be in harmony with the prompt dispatch demanded in modern train movement. There seems to be an overlapping of the lines of time economy any safety in such cases, which too often eclipses the latter so as to stamp it as a secondary matter, often furnishing examples to prove that when we discarded the rule providing for a time clearance between all trains, of whatever class, a step was taken which, in the interest of safe railroading, might better be retraced.

### SIGNAL SYSTEM

An article in the November JOURNAL, page 968, calls attention to a very important feature of railroading. The practice of giving no instructions or warning by bulletin or message to guard against unsafe track, other than a "Slow Board," is too clearly an inadequate means to provide against danger of that nature. There are too many chances of the engineer failing to detect the "Slow Board" account of weather conditions, or through his being preoccupied by other duties that may urgently demand his attention, just

enough to carry him by a warning board.

The possibility of the engineers seeing everything along the right of way that may be put there as a danger warning is too uncertain to rely on a temporary signal. When the flagman goes out to flag he carries torpedoes to be sure to warn the engineer, and it is just as necessary that every possible safeguard should be employed in a case of defective track.

It is a mistake to think that the engineer should, and can, at all times keep a sharp look ahead. A trip over the road on an engine, even in clear weather, would, under certain not unusual conditions, dispel that idea, and if on a foggy night would undoubtedly cure any sane person of the opinion that a green flag by day or a green light by night, or a sign board stuck anywhere along the right-of-way, is a sufficient warning of an unsafe condition of track ahead. The flag may be knocked down, the green lantern may go out and let a train by, and if the atmosphere is foggy, it is the easiest thing in the world to get by those warning signals without seeing them, at their best.

The engineer is keyed up enough by the duties of which he is fully aware, and to place him in the position of feeling that he is liable to run on to a dangerous piece of track at full speed, without any positive notice of the location of the danger, is not only unfair to him, but is also unfair to anyone concerned in the movement of his train, whether passengers or train employees; in short, it is unsafe railroading. It was thought some time ago that the "surprise" test was going to be a wonderful cure-all for railway accidents, and all kinds of surprises were sprung on the engineers from putting out the lights of signals to turning switch lights against them. This practice has been very much modified. It had been found that the engineer is but human and that from the very nature of his work and the severe tax on his nervous energy the service entails it was little short of inhuman to practice some of the surprises that were invented by zealous officials who had a rather dim conception of the effect they might have on men keyed up to the highest nerve tension. It is not what the engineer is aware of that is

likely to get on his nerves, but rather the hidden dangers in unexpected places against which he has no protection but the presence of the "Slow Board" by day, and an ordinary lantern by night; either, or both of which are wholly inadequate as a means of warning of the presence of dangerous condition of track. He knows this, and feeling as he does, that at any time his attention has been diverted from the track, if but for a moment, as it sometimes must to attend to other important duties, that he may have passed a "Slow Board" or lantern in the fog, the possibilities as to what might happen, which his imagination pictures to him, get on his nerves in a manner no one who has not been placed in the engineer's position under like conditions can fully appreciate.

#### THE PRESENT CAR SHORTAGE

The *Railway Age-Gazette*, in a recent issue, calls attention to the present car shortage, stating that the American Railway Association issued a report recently which showed that the conditions on August 1st of this year were the most ominous ever compiled. It further states, "There are enough cars to transport the country's business if they are only handled with care and efficiency."

There is no doubt of the accuracy of the report of the American Railway Association, nor is there any doubt of the truth of the statement of the *Railway Age-Gazette* as to the way out of the difficulty; the open question however, is, What constitutes "care and efficiency" in handling the freight cars so as to relieve the situation?

The means at present employed are demurrage charges to shippers, and per diem charges to connecting lines. It would seem that the limit of results in these directions has been reached. But there is one more, and a most important move yet to be made in another direction that would go far toward relieving, if it did not wholly correct the deficiency, and that is, increased speed of freight trains.

The service a car renders can only be measured by the number of miles it may have been moved within a given time, not by the actual number of hours it has

been available for service. If the speed of freight trains be increased from 10 miles an hour to 12½ miles per hour, as is requested by the men in train service, there would be a gain of one-fifth or 20 per cent in the dispatch of freight, which would, of course, mean the same increase of car capacity. This alone would no doubt make up the deficiency which the American Railway Association shows in its report, and in that way, like some other conditions that have been forced upon the railroads in recent times, the principle for which the Brotherhoods are contending, involving as it does quick dispatch of freight trains, would prove to be a benefit to the shipper and all others concerned, and that means about everybody.

#### TWO MORE MONSTERS FOR THE ERIE

We read much about the increased cost of train operation of late, which is being offered as an excuse by the railroads for their failure to accede to the demands of the four Brotherhoods for the eight-hour day and time and one-half for overtime. In the light of recent developments in locomotive construction, notably that on the Erie Railway, the claim of the railroads is not sustained.

Your attention is called to the fact that the Erie Railway recently completed two more engines of the same type as the "Matt Shay," photograph of which appeared on page 353, April JOURNAL. These engines are known as the Triplex Articulated Compound. They each develop a tractive force of 160,000 pounds, which means, when reduced to actual working units, that they have a hauling capacity in actual service of 251 fifty-ton fully loaded gondolas.

While the Erie has set the pace in the matter of big power, there is a rapidly growing tendency in that direction on all railroads, so much so, that big as the engines are today the standard of the near future will outstrip them in size.

We are not concerned as to the practicability of operating extremely large engines, such as can be seen everywhere, even today, but we do know that the labor and responsibilities of the men who man these monsters, and the mile-long

train behind them, is increased, which, together with the greater mental and physical wear and tear incident to that kind of service form the very best reasons why the request of the men for relief, in the shorter day's work and time and one-half for overtime, should be granted.

#### ENGINE AND TRAIN NUMBERS

In its issue of September 1st, the *Railway Age-Gazette* reports the cause of a recent collision of trains as being due to a trainman's reading a register wrong, mistaking the engine number for the number of the train. Anyone who has run on a busy single track road knows how confusing it is to have a half-dozen or more orders on which the engine and train numbers, as well as the numbers of the orders, are almost the same, and in some instances may be identically so. This is confusing enough under any circumstances, but when we consider the haste and other conditions incident to train operation the fault is magnified. There are poor lighting facilities on the average engine for reading orders by, also the soiled condition of orders after being handled by the engineer and fireman and brakeman makes it almost impossible to read them accurately a second time, all of which calls for the elimination of any feature that is likely to confuse the engineer.

An engineer must acquaint himself with the various train movements contained often in a handful of orders, before leaving the station where he received them, for any one of them may be a positive order not to leave that point, so where the system permits of the use of similar numbers to indicate the order, the engine and the train, it can be seen that confusion is likely to result.

Particular reference is made here to the effect on the engineer for the reason that he is the one who moves the train, and if his impression of the orders is wrong, the likelihood of trouble is greater than if there is a misunderstanding on the part of the conductor or any other member of the crew.

It may be said there should be a thorough understanding had between the



members of the crew as to the several movements contained in the order received so as to avoid mistakes, but there is much difference between theoretical and practical railroading, so much so that there is not always time to do the thing which is admittedly very proper, but in any case there seems to be no excuse for permitting a condition to exist which on the face of it is so clearly inconsistent with the true principle of "Safety First".

#### THE "OVERLAND LIMITED"

It is yet a few minutes to leaving time. The old engineer of the big "Atlantic" type engine of the "Overland Limited" is "dropping a little oil on her." The veteran stops now and then to give attention to a number of small boys who are on their way from school. They are evidently asking him a good many questions, such perhaps as, "How much does she weigh?" "How tall are the drivers?" "How fast kin she run?" also many other things which the inquisitive American boy thinks are worth knowing. The engineer seems amused at some of the questions; perhaps they remind him of the time when he too asked similar ones and the thought seems to put him in a pleasant frame of mind, for he smiles indulgently at the eager, open-eyed, intensely interested group of embryo engineers.

The engineer's overalls are not spotless, his cap is greasy and his general appearance is rough and ready, but appearances don't count for anything in this case. The practical American boy is not impressed so much with his appearance as he is with what he stands for. Is he not the engineer? Does he not occupy the proud position which it is their ambition to attain? What matter what he wears, or how he looks? He is a man who does things; is a man of action, and if there be anything that appeals to the average American boy more than action, it is more action.

The oiling finished, the knotty questions all satisfactorily answered, the engineer climbs into the cab, where, seated at the window, with hand on the lever, envied by his host of juvenile admirers, he awaits the signal to start. They can-

not understand the delay, for is the engineer not ready? Pretty soon he gets the signal and the bell rings. He pulls the throttle open and the steam hisses. The big "Atlantic," as if to make the start as impressive as possible for the further entertainment of its enthusiastic admirers, slips a few times, at which they open their eyes, wider if possible, and timidly step back a little. They see the engineer ease her off to hold her to the rail, much the same as they had seen drivers steady with the reins the horse that has broken his gait, for is not the engine actually, in their minds, an iron horse? They gaze after the train until it turns the curve near the river and hush to listen to the beats of the exhaust after it passes from view and has started up the grade beyond, until the sounds have died in the distance before turning away, with the hope no doubt uppermost in each little mind, that some day they might be the engineer on the "Overland Limited."

#### GETTING EXPERIENCE

One of the most profitable fields for graft is the great army of railroad employees, and the means employed to separate them from some of their hard-earned money is the same, in principle, as that which is always used in the great game of graft. The word graft is here used advisedly. It is employed in the sense of a surgical operation, as it best expresses the process by which the victim is severed, by a most simple and painless system, from his coin.

Yes, my friends, when it comes to painless surgery the grafter that fattens on the railroad man has all other professional surgeons faded. Not only is his work smooth and devoid of pain or any other disagreeable features whatever, but it is positively enjoyable, so much so that the writer has seen a dozen men stand up and take the test with a smile, even though they had to dig down to the extent of a couple of months' pay or more to settle for the operation.

The grafter who plies his trade among the railroad men is not to be compared to the card sharp who fleeces you in a manner too sudden and convincing to permit of even a reasonable doubt. Not at all.

He lures you by promise, sustains your faith by the same means and may even sustain your hopes by that means until death relieves the situation, if you don't live too long.

The essential thing for the operator, next to a fluent tongue, is a mechanical contrivance of some kind, preferably a railway invention. It may be a patent valve motion, an air brake, or anything relating to railway mechanics, having no chance of adoption by the railroads whatever, yet the railroad men will fall for the game and subscribe for the stock with the eagerness of a lot of women at a bargain counter.

The old saying, "There's one born every minute," could be improved upon a little by adding they sometimes come as twins, but anyway they are here and there and everywhere, as they always have been and likely always will be, to a certain extent, but if the number can be reduced, just one, through any tip this article may contain, then the effort of writing it will not have been in vain.

#### "THE HUMAN FIREMAN"

At a recent convention of the International Fuel Association, the question as to the quality of firemen for advancement in the service was discussed in a paper read before that body by Ralph Bradley, "The Human Fireman" being the title of the paper. He referred to the oft repeated assertion that we do not get as good material for firemen as in former years, and questions where the blame lies. He asks: "Are the hours longer?" "Is the pay less?" To these questions he answers, "No." "Is the work harder?" He replied evasively, "It should not be." "Is there less incentive for the work owing to the enforced systems of promotion by seniority?" "Perhaps the fault is there," he answers.

The senior rule has been blamed for much that it is not responsible for. It looks good to the employee else it would not receive the unanimous support of the rank and file, and that fact alone answers the question as to its influence on the quality of material available for the position of firemen. If it is more desira-

ble to the men than the counterfeit merit system it is an inducement for the better class of material to apply for service under that rule. The assurance that the fireman will get all that is coming to him in the way of promotion without the aid of any pull sets his mind at rest on that very important score, and if the charge can be made that some dead timber is sometimes carried along by the current of advancement the senior rule creates, the only answer can be that it is like all man-made rules, imperfect in a degree.

It has been left for the workman in every branch of industry to elevate himself, to dignify his labor. This they have accomplished by organization, and organization is based on the foundation of equality, with seniority its cornerstone.

Those in official authority look with disfavor upon the senior rule, as it tends to restrict the free exercise of their will. It robs them of some of their self-prized prestige that goes with unbridled authority, yet it also often protects them against the fruits of their own desire to exercise authority intemperately, and it superseded the so-called merit system simply because it had more of real merit and fair play in it.

To say the work is no harder now than formerly would suggest an unfamiliarity with the actual conditions against which the locomotive fireman of today must contend. The fireboxes are larger; the amount of coal consumed per trip greater; the hours and the trains longer; and all the tools needed in his work are heavier, all of which adds to the burden of the fireman's labor. These are the chief reasons why the position of locomotive fireman often goes begging of late for the proper material from which engineers may be made. To blame the dearth of good material in the ranks on the influence of the senior rule is displaying a want of intimate knowledge of the real underlying facts in the case.

#### SOLVING A DEEP MYSTERY

After shutting off for the terminal one night some years back and bringing train to a stop, on trying to get away from train to go on pit track, I found the throttle disconnected. This was my first

experience of the kind. I had read in the books about it, what to do in case it happened out on the road, and in fact was a bit proud to have it happen to me, as is natural for a young runner anxious to meet with any novel experience that will furnish subject for talk, so without any investigation other than that when I pulled the lever out the engine did not take steam, we arranged to have her towed to the roundhouse where steam was blown off, dome cap removed and the M. M. himself on top of the wagon top ready to take the first look at the disconnected throttle valve, which he himself had tried before going out on top.

Imagine our surprise when the dome cap was removed to find everything in perfect condition, and when we called out for someone in the cab to pull the throttle lever the valve opened promptly. No one was able to solve the problem. There seemed to be something uncanny about it. We were all sure of our diagnosis of the case before the operation was ordered, but here was the indisputable evidence that we were all wrong.

The case was passed up. I escaped censure for my part of the supposed blunder, and it might never have been cleared up but for the curiosity of the M. M., who recalled that "Dutch Pete," the boss wiper, was the one who pulled the throttle open at the trial. He asked "Pete" later what he did to open the throttle that night on the 381. "Pete" scratched his head a minute, assumed a retrospective expression and answered, "O, ya, I shust put him the pin in, then he go all right." It seems the pin at the heel of lever, or the fulcrum pin as it is called, had worked out, and old "Pete," in rummaging about the door shade had found it where it had fallen, and, as he said, he "shust put in the pin and he worked all right." Why not? Thus was solved a mystery that the M. M. admitted had puzzled him more than a little.

#### THE TIME ORDER

The time order of the single track railroads is perhaps the cause of more trouble in train movement than any other feature of the railroad system. There is no doubt that it facilitates the dispatch of trains, but there are certain conditions

where, in the interest of safety, it should give way to the positive meet order. When one or more stations or passing points intervene between the point where a train receives an order and that where the opposing train is to be met the time order is not so bad, but where there is no station or passing point at which the inferior train may get out of the way of the other if the order cannot be made, then the time order should not be used, for under such conditions it represents the weakest link in the system of modern single track railroading.

There is evidence of that on any road where the time order is used much. If a train crew takes a time order to go from A to C, in the event of failure to make the latter station the train may take siding at B; but if there is no intervening point, as when the train is to be moved from A to B, then the positive order should be used when possible.

That the positive meeting order is not more often used is merely a carrying out of a principle that permeates the whole system of railroading, that of dodging responsibility.

To give a positive meet order places the responsibility for any delay to the superior train on the superintendent's representative, the train dispatcher, while the time order puts it up to the train crew, and the train crew in their efforts to avoid failure to "make it" often take chances that are little short of criminal. Much of that is done with full knowledge of the dispatcher. He knows that oftentimes the crew that received a short time order must take desperate chances to clear the opposing train within the time limit, and failing in that, after all the desperate chances have been taken, is what causes as much damage to property and loss of life on the railroad as any one other feature of train operation, or perhaps more than all others combined on a single track road, not excepting the "short flag."

With all the apparent effort put forth in the interest of safety, the fact remains that so long as the time order is used, where it can be consistently avoided, it will always sound as a false note in the modern railroad slogan of "safety first,"

# Labor Digest

A COLLECTION OF EXPRESSIONS OF OPINION  
OF INTEREST TO OUR CLASS, WITH  
EDITORIAL COMMENT.

## Biggest Wage Boost Takes Effect

What is perhaps the biggest wage increase in the history of the United States became effective Dec. 15 when the pay of 250,000 workers of the United States Steel Corporation was increased 10 per cent—the gross annual increase approximating \$20,000,000.

The increase was made by the company due to its enormous prosperity—its net earnings are now estimated at \$1,000,000 a day.

Other increases recently made include:

Ten per cent increase to 35,000 employees of the American Woolen Co., Boston.

Ten per cent increase to 33,000 employees of the Cotton Manufacturers' Association of New Bedford.

Thirty-five to 40 per cent increase to the 32,000 persons employed by the American Clothing Manufacturers' Association, New York, which took effect Dec. 18.

Ten per cent increase to the 3,000 employees of the National India Rubber Co., Bristol, R. I.

Ten per cent increase to the 3,000 men employed by independent steel mills at and near Sharon, Pa.

Increase of not less than 25 cents a day to 10,000 employees of the Bayonne, Elizabeth and Claremont refineries of the Standard Oil Co. (action taken after a strike for higher wages at Bayonne, in which several persons were shot to death).

New York City contemplates a wage increase of \$1,147,180 to 18,488 municipal employees.

In each case in announcing the increases the concerns said they were made to enable their employees to meet the advancing cost of living.

The Eastman Kodak Co. of Rochester, N. Y., the Glove Manufacturers' Association of Gloversville, N. Y., and the Arlington Mills of Lawrence, Mass., are other concerns which have made substantial wage increases.

That lesser concerns have taken similar action is indicated by Chicago figures, where, according to John W. O'Leary, president of the Chicago Association of Commerce, 25 concerns have made \$10,000,000 increases to 100,000 employees during the year.

## Wage Revision Upward

Success to the American Federation of Labor campaign to persuade Congress to raise the pay of all Government employees! It may succeed, at that, since the plan includes 10 per cent increases for congressmen, cabinet officers and President as well as increases ranging up to 33 per cent for public employees earning more modest wages.

Such increases would be only justice, perhaps scant and certainly tardy. Government employees, receiving wages fixed by law years ago and utterly unresponsive to changing economic conditions, are peculiarly helpless victims of the high cost of living. Postal employees, for example, were notoriously underpaid even before the prosperity prices struck us. *About the only place where the Government practices economy* is the payroll of the men lower down. Remember the government gravedigger of Arlington National Cemetery who kept his family on \$40 a month?

The congressional policy of *wage economy* and *pork extravagance* has done more than victimize federal employees and their families; it has hampered and ruined government services. The Government cannot hire men to fill up its army and navy because it is unwilling to pay the price. It seems to expect to take its pick of the country's young men at \$15 a month—about the rate it paid fifty years ago—though scrubwomen now earn four times that. The pay increases advocated by Mr. Gompers and his associates would be a long step toward real preparedness, through a sane wage policy in the military service as a rational and necessary adjunct of the voluntary enlistment tradition, as well as toward real justice to all the nation's hired men in military or civil employments.

But *why confine the good work to Gov-*

*ernment employees?* Millions of salaried Americans in the employ of states, cities, corporations, firms and individuals need relief from the pinch of hard-times salaries hanging over into prosperity-price times. So do their families. Cannot Congress do something for them? Cannot they, too, find champions in the labor organizations now ready to use their influence in behalf of workers outside their ranks?

If Congress can raise wages by process of law for four special classes of railroad men, it can do as much for all railway men. It can do as much for telegraph, telephone, express, vessel and sleeping car men as for railway men. Since it can regulate the pay as well as the age of workers engaged in the production of articles entering interstate commerce, it can enact wage increases not only for its own employees and employees of interstate carriers, but for a host of workers in mills, factories and offices—including newspaper writers. When Congress reaches the wide limits of its wage-legislating authority, state legislatures can be requested to do the rest.

To be sure, one flat increase would by no means answer the purpose, since prices might go right on up. If legislation has no authority over prices—except prices of labor—it might provide sliding scales of wages for various occupations, so adjusted with reference to a price average or index number that, for example, one day's pay of a stenographer would always buy four pounds of butter. We protect our currency against counterfeiting. Why not protect the pay envelopes of all our workers *against depreciation of purchasing power?*

#### Unionism Defended

"My interest in the labor question comes, first of all, from my interest in history. I have traced the onward sweep of the industrial revolution, with its factory system, division of labor, steam and electricity, giant machines of iron and steel, tumultuous cities with their smoke and their whirl, and have seen it overthrow manhood, womanhood, childhood in its mad and selfish rush. I have seen it

bend the pliant backs of little children in filthy mines; I have seen it chain female sufferers in underground passages. I have seen it sever limbs, put out eyes, destroy reason, steal opportunity for joy and learning, and spiritual enlargement, and seen it take life by the thousands. I have seen good men and great—Owen, Peel, Oastler, Fielding, Ashley—appeal to the conscience of the world; not to speak of Rev. Browning, Dickens and Charles Kingsley. I have seen the era of humanitarian factory legislation—human legislation—enter. I have seen the rise and legalization of labor's own organization for the probation of its interest and have rejoiced in it and its achievements. I find myself in substantial accord with its general purposes and many of its specific aims. I bid it God-speed in its future, and only ask it to be wise, considerate and good-natured, for its own good and for that of the community."—Dr. D. R. Anderson, professor of history and political science, Richmond (Va.) College. —*Richmond Square Deal.*

#### Refuses to be Tied

Various plans have been devised, says Butte, Free Lance, from time to time, trying to insure peaceful relations between capital and labor. Numerous persons are trying to find a solution of the labor problem. Some try to do it by profit-sharing or bonus systems, others try to do it by welfare schemes, and still others try to do it by legislation.

For quite a number of years there have been various attempts made to enact laws providing for compulsory arbitration of industrial disputes. The effort has been to use the police power of the state to compel both employing corporations and their employees to continue their activities regardless of any differences they may have as to wages or conditions of work.

There are two fundamental troubles with this plan. In the first place, every man feels that his labor is his own property, and no one, not even the state, can force him to part with it, for that would be involuntary servitude or slavery. Therefore a law compelling a man to

work is extremely repugnant to every man who is not a criminal or convict.

In the second place, under any specified form of compulsory arbitration law, the employer is in a position of commanding advantage. He hires the man and pays the wages; he also establishes the working conditions. He has the right to hire and discharge, and he can use that power to discriminate against any employees who are not amenable to any new regulation or working conditions he may wish to introduce.

Compulsory arbitration, therefore, amounts to an effort to compel the worker to labor whether he wishes to or not, and under conditions in which he has no voice. If a man has a quart of beans to sell and does not like the price or terms of payment offered by a possible customer, he refuses to sell the beans. But under the compulsory arbitration statutes it is contemplated that man, the image of his Creator, shall be compelled to sell his labor power whether he wants to or not. The comparison is ridiculous.

The Dominion of Canada adopted the compulsory idea to quite an extent, particularly as applied to public service corporations; but a recent occurrence shows that no law can be made strong enough to tie the hands of labor.

The street railway employees of Hull, in the Province of Quebec, have been for a considerable time asking for better wages and working conditions. The company pursued dilatory tactics and referred them to the statute. Finally, the employees repudiated the statute on the grounds that the company would not be obliged to abide by any award, and notified the company that if their demands were not agreed to within 48 hours they would go on strike and tie up the system. Whereupon the company signed an agreement recognizing the union and granting the increased wages and improved working conditions.

This is another instance going to show that there is no known method of tying the hands of labor, except such reasonable restriction on both sides as may come from a mutual agreement in which the principle of collective bargaining is recognized and expressed in a trade agreement

between the employer upon the one side and the union upon the other, under the terms of which each respects the rights of the other and a method of settlement of all its differences of opinion is provided.

Since the above was written the Canadian Trades and Labor Congress has condemned the industrial disputes investigation act and has called on the Government to repeal same. — *Toronto, Canada, Journal.*

### Essence of the "Union Shop"

In brief, the union shop stands for collective bargaining and insists that in this age and generation neither the employer nor the individual wage worker can be permitted to do "just as he pleases."

When men are cast away at sea they have a right to insist that each do his share in bailing out the boat and keeping lookout for a passing sail. So, when men are engaged in any task involving a certain amount of co-operative effort to insure the personal safety of all, they have a right to require that whoever seeks to join them shall first pledge himself to perform his due share of such effort. These propositions are rudimentary, they are universally conceded as just, and universally practiced as necessary.

In principle the attitude of the labor movement is based upon the same conception of justice and necessity. When the members of a trade-union have by the expenditure of their own time and means created certain conditions necessary to their safety and well-being in a given industry or institution, it is morally their right and logically their duty to insist that the non-unionist who seeks to share these conditions shall first agree to share the labor and expenditure necessary to their maintenance—in other words, to insist that he shall join the union. Such, in essence, is the whole argument for the union shop, or the so-called "closed shop." It is an argument every whit as sound as that of the castaways, and its soundness would be generally perceived and as generally granted but for the fact that other, and entirely different, arguments have been raised to obscure it.

The opponents of the labor movement confuse the issue by attributing to its claims which it has not made, claims which, on the contrary, it has distinctly and emphatically disclaimed. In fact, the basis of the opposition to the labor movement is a man of straw. It is charged that "the union shop is a blow at the freedom of the individual to sell his labor to whom he will and to work where he pleases." Leaving aside the obvious and entirely unwarranted inference contained in this statement, i. e., that in the case of the so-called "open shop" the individual is free to work where he pleases, the charge is absolutely baseless. Again, it is charged that the union shop "creates arbitrarily a class of men whose rights are taken away in violation of the principle upon which our very existence as a government depends." If the labor movement were really guilty in these respects there would be ground for serious criticism. But the truth is that the labor movement does not deny any right of either the non-unionists or the employer of non-union labor.

The labor movement grants the right of the non-unionist to "sell his labor to whom he will and to work where he pleases;" also it grants the right of the employer to buy his labor of whom he will and to hire where he pleases. The labor movement grants these rights upon legal although it questions them upon moral grounds. Practically, the only obstacle to these rights offered by the labor movement consists in the refusal of its members to work where these rights are insisted upon. In the latter regard the trade-unionist is simply exercising his own right in the premises. As long as the right of the trade-unionist to refuse to work is recognized as equal with that of the non-unionist to work where he pleases, the argument against the union shop will never rise above the dignity of bugaboo.

Of course it is contended that the refusal of the trade-unionist to work with the non-unionist results practically in one or the other of two conditions. Either the non-unionist must join a union, or he must remain idle. This, so far as it is true, is merely confessing that the organ-

ized workers in a given industry are in the majority. In such case the question becomes simply one as to whose rights—those of the majority or those of the minority—shall prevail. The answer to that question seems obvious. Certainly, when it is considered that the rights of the trade-unionist are a practical, substantial quantity, while those of the non-unionist are purely theoretical, there can be no room for argument among sensible, unprejudiced men. The shipwrecked man undoubtedly has both a legal and a moral right to share the life-boat with his mates, yet his refusal to share the labor of keeping her afloat, should it result in the refusal of his companions in distress to take him on board, may mean his death by drowning. But who can blame the men in the boat if they refuse to give practical effect to the right of one man at the risk of drowning all hands? The union shop is a life-boat on the industrial sea, open to every swimmer and closed only to the fellow who won't bail.—Paul Scharrenberg, Secretary-Treasurer California State Federation of Labor.

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#### Conditions Reversed.

Under the same conspiracy law that gave basis for the suit of Bridgeport, Conn., foundrymen against the Molders' Union and labor organizers, three of the Bridgeport strikers have instituted action for \$200,000 damages against the Monumental Bronze Company and officials of the concern.

Two of the strikers allege they were assaulted in pursuance of a conspiracy in behalf of the Monumental Bronze Company and Ellie N. Sperry, president; Charles Robinson, foreman; Frank Clancy, superintendent, and John Thompson, all employees of the concern. Each asks \$50,000 damages. Two also allege fraudulent arrest, asking \$50,000 each.

The action was instituted through the Molders' Union after a conference between organizer P. F. Duffy, of the American Federation of Labor; Attorney William B. Rubin, of Milwaukee, and Attorney Vincent L. Keating, counsel for the three plaintiffs. It is taken in retaliation for the \$200,000 suit brought by

foundrymen against the labor organizers and the strikers and the arrests that have been caused by the foundrymen.

Property of the Monumental Bronze Company, bank accounts of the corporation and Sperry in the First Bridgeport National Bank, savings of Robinson and Sperry in the City Savings Bank, were attached by a deputy sheriff, who tied up about \$65,000 in all. No money belonging to Thompson and Clancy was found, and they are being sought with body writs.

John Skudlarck charges that he was assaulted, beaten, bruised and maltreated in pursuance of a conspiracy and confederation acting in behalf of the Monumental Bronze Company and the men mentioned, and that the defendants directed and caused the beating. The same is alleged by John Zaleeki, who further charges that he was haled into court after the beating at the instigation of the defendants, with malicious design to injure. John Brennan alleges he was also haled to court for the same reason.

Organizer Duffy, who is a defendant in the \$200,000 suit brought by the foundrymen and conducted the strike, said:

These men were riding bicycles on a lonely road when the employees of the plant drove up in an automobile, allowed thugs to beat the riders, and then drove away. Subsequently they caused the arrest of the men they beat, charging them with having thrown stones. It was done to intimidate them.—*The Granite Cutters' Journal*.

#### Labor Again Testing the Clayton Act

Another Danbury hatters' case, and upon a larger scale, appears to be involved in *Dowd vs. the United Mine Workers*, recently decided by the United States Court of Appeals of the eighth circuit. Damages to the amount of \$1,250,000 are sought under the Sherman anti-trust law on account of an alleged conspiracy involving a strike accompanied by destruction of property. The sum sued for is more than five times as great as in the hatters' case.

The plaintiff is Dowd, the receiver of nine coal companies of the Hartford Valley in western Arkansas, which were

controlled by the Bache-Denam interests. In 1914, these companies became involved in a struggle with the United Mine Workers, which culminated in the almost complete destruction of one of their coal mines by a mob. In answer to the suit the United Mine Workers filed a demurrer, which was held to be good by the Federal District Court. The Circuit Court of Appeals, however, reversed the decision. It holds that interstate commerce has been interfered with and that the plaintiff's bill states a proper cause of action.

Now the United Mine Workers have taken an appeal to the Supreme Court of the United States.

According to Edwin E. Witte, instructor in economics at the University of Wisconsin, this case shows much more clearly than ever before the extent to which the Sherman act goes in its application to labor disputes.

"The principal allegation in the plaintiff's bill," he writes to the *Survey*, "is the same as that made by D. E. Loewe & Company in the Danbury hatters' case. This is to the effect that the defendants conspired to prevent the plaintiff from engaging in interstate commerce. The means used to carry out this conspiracy, however, were different, since no boycott was involved. Yet the Circuit Court of Appeals unanimously held that there had been interference with interstate commerce."

It is this interference which is emphasized by the court. It is not the strike itself, but the strike as a means for carrying out a conspiracy to restrict interstate commerce in coal that comes under the ban. Here the court follows the Supreme Court's decision in the hatters' case, which, contrary to general belief, does not rest upon the fact that Loewe's hats were boycotted. There, too, the grievance was the interference with interstate commerce. The boycott was only one of the several means employed to carry out the conspiracy.

"The present case," writes Mr. Witte, "is one which merits the closest attention of all those who are interested in the labor movement. The question whether organized labor has been exempted from



the anti-trust laws does not arise, since the occurrences upon which this suit was premised antedate by several months the final adoption of the Clayton act. But the case does emphasize the vital need for such exemption. Whether this has been secured by the Clayton act is still an open question. This act declares that 'the labor of a human being is not a commodity or article of commerce.' But neither the Danbury hatters' case nor this proceeds upon the theory that the labor of a human being is a commodity. The bills allege restraint, not of the market for hatters and coal-miners, but of the market for hats and coal."—*The Survey, for November.*

### Replies to Dr. Woodrow

*To the Editor of The Union:*

Sir: I have great affection and respect for my friend, Dr. S. H. Woodrow, whose former Springfield pulpit I am occupying for a very brief time. However, it is difficult to let pass without comment his severe arraignment of our President and our congressmen, and the railway men, which appeared so prominently in your paper of Sept. 14.

Our railroad labor organizations are among the best organized, the most temperate, the most self-controlled and the most self-respecting of our public servants. They have been carefully and deliberately planning for more than two years to make what seemed to them a reasonable request. It was not new to the railroad presidents, nor to Congress. It involves what our President has recognized as a reasonable right acknowledged by society. They made their wants known deliberately to the railroads, and when denied, used, or proposed to use, the only weapon available to them.

To intimate that this might be an act of the 'ignorance and barbarity of labor' or that it was unChristian and "detestable," is certainly unfortunate.

The railroad employees made no effort and had no intention to hold up Congress. They were themselves summoned to Washington. They there insisted on their request for an eight-hour day.

Congress, which generally takes far

too long in deciding important questions, and then in the last moments of a long session, with the hands of the clock turned back, under the compulsion of its own neglect is compelled to act, and even then too often unwisely, awoke to the emergency and gave the inherent right of an eight-hour day to this class of responsible and patient men. If the law were more wide-reaching it would be an advantage to society. The question is not, did they act speedily, but did they act well?

To say that our splendid President (for whom I unfortunately did not vote), and this unusually efficient Congress "were frightened into a blue funk" is at least not worthy of the urbane dignity and kindness of our honored friend.

It is a little hard for the sleek pastor of a wealthy congregation, in a quarter of a million church, paying \$9000 salaries, and devoting over \$20,000 a year to administering the gospel to a company of well-clad and well-fed urbanites—it is hard for him to realize the need of the engineer and fireman on the night freights or the swift express.

It is especially unfortunate for a follower of the lowly Jesus, whose mother Mary spoke of taking the mighty from their seat, and exalting them of low degree, to appear, as this fine man has on the side of the coupon-cutting few rather than the needy and service-rendering many.

FREDERICK T. ROUSE,

Recently pastor of First Congregational Church, Omaha, Neb.

—*Springfield, Mass., Union.*

### The Saloon and Labor

Rev. Chas. Stelzle, probably the best versed speaker on the aspect of the saloon question, and how workmen spend their leisure time, comments on the following:

A yardmaster from Buffalo testified before a board of arbitration which is considering the switchmen's demand for an eight-hour workday, that the eight-hour day will surely "make more drunks."

"I have considerable trouble now because the men spend their time in

saloons," he told the arbitrators. And he thereby gave away his case.

What is it that drives a workingman into the saloon? Mostly over-fatigue—too many hours spent on nerve-straining jobs.

If the Buffalo yardmaster will pay a visit to the Lackawanna steel plant, just on the edge of Buffalo, he will find an industry that employs its men 12 hours a day.

Just outside one of the main entrances there are 20 saloons, patronized exclusively by exhausted steel workers who feel the need of artificial stimulant at the end of their shift.

#### WORK LONG, DRINK MUCH

In Lackawanna itself there is one saloon for about every 90 men, women and children. Apparently the long hours worked by these men do not keep them out of the saloon.

A recent study of how workingmen spend their spare time showed that those who work the longest hours spend most time in the saloon.

One of the most conspicuous illustrations of the sobering effect of the eight-hour day is the case of the printers. When the printers of America worked long hours they had the reputation of being "boozers."

Since they succeeded in securing the shorter workday they not only lived down this reputation, but they lowered their death rates and improved their general health conditions.—*Cleveland Press*.

#### Duluth Dry by Labor's Vote

Duluth, Minn., holds the record of being the largest city in the United States to vote out its saloons of its own accord. Denver, Colo., Portland, Ore., and Seattle, Wash., are also dry, but because of state-wide prohibition, not from their own choosing. Not so with Duluth. By a margin of 400 out of 15,000 votes it deliberately voted itself dry, and on July 1, 1917, all saloons will be closed tight.

Organized labor was the important factor in the election, according to Stanley L. Mack, of the Duluth *Herald*. Although union men were divided to some extent on the question, the vote of the working-

men of Duluth has been credited with scoring the victory and with smashing the theory that all union men will stand for an "open" town.

State Senator Richard Jones was the man who turned the trick, writes Mr. Mack. Jones managed the campaign for the drys and got the workingmen back of his cause. In Duluth everybody knows him as Dick Jones. He is 28 years old and is the youngest member of the Minnesota state senate. He left school when a boy of 13 and two years later got into the trade union movement.

Mr. Jones did not spend all of his time with the union men, however. He organized 500 women and urged them to get their husbands out to vote. He also organized his men in precincts and blocks and wherever he followed this block system, the returns showed that the drys had either won or seriously cut into the wet vote.

At the election itself everything possible was done to prevent fraud and illegal voting. Schoolboys were detailed to check registrations before the election and to see that men who qualified on registration days actually lived at the places they registered from, while lawyers were stationed at the polls by Jones and his committee to act as challengers. Every vote was checked carefully and the election was as clean as the campaign which had preceded it. An interesting feature which Mr. Mack points out was the fact that the financing was by local subscriptions on both sides and the Anti-Saloon League did not take part in the fight nor contribute one cent to the cause.—*The Survey*.

#### Bar Enforced Arbitration

BY CHARLES EDWARD RUSSELL

Almost every day I find in some high-brow publication learned remarks to the effect that what this country needs to save it from strikes and from ruin and desolation generally is compulsory arbitration of labor disputes.

They do not always call it by that name, but that is what they mean.

But the United States doesn't need compulsory arbitration, nor anything like it.

What the thing really is and really does is a matter of record; anybody can find it.

One country has tried it out thoroughly and tested it to the limit in an experiment that covered many years, and the safest bet I know is that country will never fool with it again.

#### PLAN TRIED IN NEW ZEALAND

New Zealand started her experiment with it about twenty years ago.

There were to be no more strikes. Whenever a dispute arose it was to be referred to an arbitration court.

The court was composed of three members—one chosen by the labor unions, one by the employers' associations, and the third appointed by the government.

This was, of course, equivalent to a court with one judge. The member appointed by the government really decided everything.

For a dozen years or so, this device seemed to work without a hitch. Not a strike worth speaking of occurred in all New Zealand. "The Country Without Strikes" it was called around the world.

Most cases were decided in favor of the workers. And they usually got what they wanted.

But in 1907 the workers in the great meat packing industry demanded a substantial increase in pay. This was the straw that broke the law's back.

The employers now flatly said if wages were further increased they must go out of business.

The men's demands were turned down by the court.

The men struck.

Then the government began to wake up to a few facts it had always overlooked.

#### EMPLOYERS HAD TO PAY HEAVILY

Awards of the court had been enforced upon employers under penalty of stiff fines, and many had to pay heavily before they learned that the law meant what it said.

But there was no possible way to enforce the law upon the workers.

In this instance the government tried fines upon them and got judgments. But there was nothing to levy on.

Then it thought of putting the men into jail.

Then it slowly began to perceive the essential fact that to compel men to work on conditions they don't want to accept is just plain slavery. If they went on, therefore, they would be on a level with the slave drivers of the gold coast.

So the law collapsed and compulsory arbitration came to an end in New Zealand. The law has never been repealed, but is a dead letter.

Any other free government that attempted the same thing would get into the same hole.

The thing is utterly impossible in such a country.

To make compulsory arbitration work you would need a rifle at every worker's head and an iron collar about his neck. Nothing less would be of the least use. — *Cleveland Press*.

#### Tragedy of Ignorance

It is not because of his toils that I lament for the poor. We must all toil, or steal (howsoever we name our stealing), which is worse; no faithful workman finds his task a pastime. The poor is hungry and athirst, but for him also there is food and drink; he is heavy laden and weary, but for him also the heavens send sleep, and of the deepest. In his smoky cribs a clear, dewy heaven of rest envelops him, and fitful glitterings of cloud-skirted dreams. But what I do mourn over is, that the lamp of his soul should go out, that no ray of heavenly or even of earthly knowledge should visit him, but only in the haggard darkness, like two specters, fear and doubt. Alas! while the body stands so broad and brawny, must the soul lie blinded, dwarfed, stupefied, almost annihilated? Alas! was this, too, a breath of God, bestowed in heaven, but on earth never to be unfolded? That there should one man die ignorant who had capacity for knowledge, this I call a tragedy. — *Carlyle*.

#### Protest on "Discards"

More than a thousand men in the prime of life attended a meeting in a downtown

theater in Chicago, Ill., held in protest against the discarding of men past 45 in business and industry. Charles G. Dawes, a Chicago banker, was chairman of the meeting, and a committee of employers that has undertaken the task of securing positions for discarded men past middle age was present.—*Plain Dealer*.

### The Dignity of Labor

BY THE REV. R. A. WHITE

Stewart Avenue Universalist Church, Chicago.

In former times labor was considered a curse. The tendency is now in the other direction. Labor is becoming honorable. Idleness is the disreputable condition. The men who live at the expense of others, whether they are the "weary Willies" at your back door or the idle rich on the boulevards, are not classed in the highest rank of citizenship.

It is being understood that labor is the primal necessity. Nothing becomes except by work. Because labor is dignified and necessary it deserves the best possible remuneration and the best possible conditions. Shorter hours for labor both of the hand and the brain as fast as economic conditions will permit is desirable. The workingman seeking shorter hours is seeking a mental and moral necessity deeper and greater than he thinks.

### The "Closer Understanding"

In the interest of the closer understanding between those who work for wages and those who direct and govern in modern industrial life the following remarkable presentation from an employer of labor, Edward A. Filene, of Boston, president of a great department store—an eight-story affair, with a small army of employees—and probably one of the most prosperous stores in the United States in the way of profits, is commended to the thoughtful attention of our readers:

"We, as a nation, are taught from childhood that the highest point to which we can reach in civilization is to have a voice in our own government. I ask you—won't we have to admit, if men have this thought in their mind, they will soon

be thinking, 'What is good in politics is good in everyday life,' and that the time is bound to come when they will also have an adequate voice as to the conditions under which they labor.

"If we are to have contented and efficient workmen, we must secure this and accept it."

He was careful to preface his remarks by saying that he was "not a Socialist; not a single-taxer; not an extremist of any stripe; and my statements are merely the result of my success as a business man."

"Let us look very broadly at conditions. First of all, we are trying to do business in a democracy. As a rule we don't define what we mean by that. It means that we definitely agree, gentlemen, to accept what we personally may think a second-best or a third-best, and not what we think the best-best, providing the other is what most men want.

"Our employees outnumber us 50 or 100 to 1; they have the power to do, politically, everything denied them to do through their own combinations. Eventually, the workers can make constitutional anything they want to make constitutional.

"At the time when we began to see this in our own business, we were spending over half our time in trying to keep the peace with and among our employees. There were constant disputes over jurisdiction, over this and that and the other thing—and we were spending the time that ought to have been spent in running our own business in making these detail adjustments with our employees.

"So we said to them: 'Why don't you try to settle some of these things for yourselves? Go ahead and elect your own jury; or, if it is a matter that involves the firm, we will choose one man and you the other, and they will choose the third; and we will settle things that way.'

"That was fifteen years ago. The record shows over fifteen hundred such cases now. Today there has grown up a body of understood laws and rules that is the backbone of our organization.

"At first we didn't know whether we were going to get robbed of everything

we had or not. My brother and I built up our business by working when other people were sleeping, and we had denied ourselves much; and when the idea came that somebody else was going to butt in and take a measure of our control away from us we were really afraid.

"But we found our employees more conservative than we had been ourselves. This is absolutely the truth. I am not misleading you, gentlemen, in so serious a matter.

"We found that the way to make a conservative out of the hottest radical is to give him a measure of power. If you don't get him then, give him more power.

"Our employees make their own store rules, and have the right to change them; and they are the most conservative rules in Boston.

"Year by year, the record shows about an even half of these disputes settled in favor of the firm, and a half against. It used to be that when a case would go against us, and then another and another, I would wonder what was coming. But I don't feel that way any more, for they always have averaged up about even.

"We arbitrate everything with our employees, including questions of wages. There is not the slightest danger in it. And our employees have a sense of responsibility that is absolutely invaluable to the business, and extends clear beneath the surface.

"They see our troubles and respect them. We testify at their hearings; they see into our books; hear our side of the struggle against competitors, and they have a great deal more sympathy for us, more consideration for us, than they ever had before.

"As another result, we have learned not to do things for our employees. No matter how well-intentioned it is, one ought never to try to do things for other people—we don't let other people do things for us!

"It is a fundamental error when disputes over wages, jurisdiction or hours get mixed up with matters that seem to involve gratitude. It is one of the saddest things in business that men who are well-intentioned have started in to 'help'

their employees in a charitable way; and when there comes a difference over wages—one of those disputes that really keeps a business from ossifying—they are apt to say, 'Here we helped this fellow when he was sick; he has no business to talk about higher wages to us.'

"It is the worst thing in the world to get your employees into a position where they dare not argue—it breeds internal ulcers.

"Our employees do all their own welfare work. We used to run their restaurant; they run it now. They run a big co-operative grocery shop—run it better than we did, but still badly enough, so that they see something of the troubles of running a business."

If the employer class contained more of the kind of Mr. Filene, and a larger number of those in subordinate employment could be brought to the realization of the truth that the boss oftentimes "has troubles of his own" there would be infinitely less friction and misunderstanding between labor and capital and conversely more individual contentment and mutual prosperity.—*The Railroad Employer*.

If our friend the editor of the *Railroader* would divide his attention and look at both sides of the difficulties of adjusting the relations between the employer and the employee, he would recognize the fact that there was as much trouble for the employees in getting justice as there is for the employer in granting it; in fact, he does not grant it until he is made to realize that he must grant it to have peace and progress.

It is not a one-sided affair; labor generally must fight for what it gets. There are a few of Mr. Filene's class and no one appreciates it more than the class which usually has to disturb the employer, and vigorously, to get the kind of treatment that leaves the employer in peace, while he contemplates the justice of his own conduct in his business relations with those who serve him.

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### The First Railroad Journey

All England and all the world was stirred by the news that on Sept. 27, 1825, a railroad train drawn by one of those

newfangled things called locomotives had traveled twenty miles. Also that at some stretches of the journey it had reached a speed of not less than fifteen miles an hour, while four miles an hour was its very slowest rate, even up steep grades. The whole affair was miraculous. Thousands of people refused to believe this was true.

The locomotive idea was nothing new. But, as with the telegraph and telephone, the public had seen no practical future for it. Railroads, too, had been in use, off and on, for two hundred years—long before the discovery of steam's propelling power.

There were railways in the English coal pits as early as 1602. They were lines of flat wooden rails, over which the coal carts were drawn by horses or mules. The weight of the carts wore away the wood, so thin iron plates were laid on top of the rails. Watt, as early as 1769, had hit on an idea for an engine that should move along a track and draw weight behind it. He modeled and patented the invention, but did nothing with it. A Frenchman, Cugnot by name, ten years later, patented a "high pressure steam carriage" and other inventors followed suit. But their devices were looked on as mere toys.

Richard Trevithick, in 1802, built a steam carriage and used it for hauling loads over a railroad. He was the first practical locomotive man. His engine drew ten tons of iron at the rate of five miles an hour. But again the locomotive project was allowed to lapse, until George Stephenson, an English machinist, revived it.

Stephenson did not learn to read until he was eighteen, but from babyhood he had dabbled in machinery. He was a born mechanical genius. He asked the owners of a coal pit where he worked to let him build an engine to take the place of the horse-drawn carts on their railway. They consented, and he built his first locomotive, naming it "My Lord." It could draw thirty tons at four miles an hour. "My Lord" cost about as much for upkeep and moved at about the same pace as the horses employed at the colliery. But, by hitting on a plan for utilizing

escaping steam to blow his fire, Stephenson doubled the power of his engine, and this won out over the horses.

Some British capitalists had just laid a railroad from Stockton to Darlington, intending to use horses on it. Stephenson persuaded them to give the locomotive a trial. On September 27, 1825, the Stockton & Darlington railroad was open for traffic. It was one of history's memorable dates. Here is a quaint account of the first railroad journey, from the *London Times*, October 4, of the same year:

"A train of carriages was attached to a locomotive engine of the most improved construction and built by Mr. George Stephenson, in the following order: (1) Locomotive engine with the engineer and his assistants; (2) tender, with coals and water; next, six wagons loaded with coals and flour; then an elegant covered coach with the committee and other proprietors of the railway; then 21 wagons fitted up on the occasion for passengers, and, last of all, six wagons loaded with coals, making altogether a train of 38 carriages.

"Such was the pressure and crowd that both loaded and empty carriages were instantly filled with passengers (nearly 600 in all). At some parts the speed was frequently 12 miles an hour, and in one place, for a short distance, 15 miles."

The train covered the last 12 miles, the *London Times* boasts, "including stops, at the rate of four miles an hour." It was prophesied that fully 10,000 tons of coal a year might some day be transported by railroad, the passenger end of the service being regarded as a mere by-product.

Even after the success of this first railroad journey many people doubted that the locomotive would ever replace the horse. A parliamentary committee went so far as to question Stephenson on the subject. Among the queries hurled at him by the committee was this:

"Mr. Stephenson, if a cow should walk out on the track in front of your locomotive, would not that be a very awkward circumstance?"

"Very awkward indeed," was Stephenson's grave reply, "for the cow."—*Cleveland News*.

# THE JOURNAL

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**CHARLES H. SALMONS - Editor and Manager**

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

**JANUARY, 1917**

## The New Year 1917

There have been some strenuous situations for the B. of L. E. as an organization during the year just passed, which tested the loyalty of the individual and collective membership, but we close the yearbook for 1916 with little to regret and much to commend—our membership showing the high standard of 74,000 members—a very gratifying situation; and, though there may be lingering difficulties from the year 1916, we should be able to meet them with no misgivings; the only need is faith that we are in the right, loyalty to our purpose, and courage to defend it.

With this mental attitude we may welcome the new year in confidence that there will be no backward step, and that we shall be able to retain all that has come to us from our past efforts.

It is not a time to look backward except to analyze and correct individual or collective mistakes, but to look ahead with hope for a bountiful year, and with a

resolve to do every duty, and assist in every way to make it the banner year in happy results.

There never was greater need of self-defense through organized effort than now, and this must continue until the employing class has learned the lesson learned by the same class in Great Britain twenty-five years ago, and that is, that it is better to deal with a committee than with a mob, and that the class who have the energy and intelligence to defend themselves make better workmen and insure stability of employment.

## The Journal and Its Exacting Duties

The growth of the Order, and, with it, the JOURNAL and its manifold duties during the twenty-two years of the present Editor's management, become too exacting for one, and that one with a record of thirty-seven years' continuous service as an official in a Division or the Grand Office. Beginning as F. A. E. of Div. 79, Brookfield, Mo., in 1883-4; and in 1885, C. E. and delegate to the New Orleans Convention, where the C. B. & Q. Committee was reorganized; Chief Engineer, delegate and committee through the C. B. & Q. strike and until 1890; moved to Aurora, Ill., and was transferred to Div. 32 and elected its Chief Engineer and delegate to each sitting until 1894, St. Paul, Minn., where he was elected to the office of S. G. E. The Editor hopes to find time at an early date to write up his experiences and observations while attending the conventions from 1885 to the present, and to give more time for thought and study we have invited Brother T. P. Whelan, member of Div. 447, to assist the Editor in making the JOURNAL as acceptable as possible to all its readers.

Bro. Whelan has been contributing to the Technical Department for a long time over the nom de plume of Gregory, so knowing this he will not be a stranger to the many who are interested in that department. He is authorized to use the Editor's name with the sub signature T. P. S. and he joins the Editor in pledging our best service in 1917, and in extending heartiest good wishes to all members of the Order, to all patrons, and all readers of the JOURNAL.

### The Clayton Amendment

The Clayton Amendment to the Sherman Anti-trust Law we believe must be considered the advance thought in legislation in the direction of ethical justice for the laboring man, as it for the first time gives them an equality before the law with all other citizens.

Section 6 declares that "The labor of a human being is not a commodity or article of commerce."

Section 20 gives laboring men a right—"To terminate any relation of employment."

"To recommend or persuade others to do the same."

"To withhold patronage either singly or in concert from any party to a dispute concerning terms or conditions of employment."

"To pay or give to any person engaged in such dispute any strike benefits, money, or other thing of value."

"To do any act or thing which might lawfully be done in the absence of a dispute concerning terms and conditions of employment."

"Nor shall a restraining order or writ of injunction be issued by any Federal court forbidding the doing of any of these things."

William B. Wilson, secretary of the Department of Labor, fittingly describes the position of the laboring man under this law.

"The combination known as trade unions that he enters into are not for the purpose of creating a monopoly in trade, or to restrain commerce; but for the purpose of securing the best terms possible for the loan of himself and his labor power, which is a part of him, to those who are engaged in trade and commerce, and desire his services."

Capital has been encouraged to organize, not only to bring the largest amount of it together, but to utilize its combined efforts in such manner as to get the very best results. That has not been the case with labor. It is only in recent years that labor unions have been considered legal if they undertook to utilize their energies to secure the best results obtainable for them.

The struggle has been one of centuries, and the biggest single step that has been taken since serfdom and slavery were abolished is the enactment of the Clayton Law.

In the noted Taff-Vale decision in England, the Taff-Vale railroad company sued the Amalgamated Society of Railroad Servants for \$111,550, charging that the members persuaded and intimidated workmen to break their contracts with the railroad company and got a judgment against them. The case on appeal was reversed. The company took an appeal to the House of Lords, which held that the members of the Association, individually and collectively, were liable.

This led to a political unification of the laboring class, and the consequent repeal of the law which made such a decision possible.

In this country we had the Danbury hatters' case, when a judgment was obtained under the Sherman Anti-trust Law. An appeal was taken to the United States Supreme Court, and the judgment was sustained, and one of the judges was a recent candidate for President, and the two ex-Presidents declared that the Clayton Amendment should be repealed; fortunately, there were enough laboring men who could forego their political affiliations and vote to retain the very commendable Clayton Amendment, and preserve their liberty of contract, wherein they are permitted to withhold their service, if they are denied the right to a voice in the price to be paid for it, without being in danger of a jail sentence or a fine for making a demand for a decent price; and now comes a very pertinent object-lesson for those who paid no heed to the political declarations that the Clayton Amendment should be repealed.

This is another case like the Danbury hatters, in which the same plea is made by the receiver of nine coal companies of the Hartford Valley in western Arkansas.

In 1914 these companies became involved in a struggle with the United Mine Workers, which culminated in a destructive mob, and on the charge of interference with interstate traffic and the destruction of property they enter suit for



\$1,250,000, not against those guilty of a criminal act, but against all members of the United Miners of America—innocent or guilty. The Clayton Amendment does not relieve any man guilty of crime under common law, but does demand that only the guilty shall be punished, and all those who have been indifferent about the future of the Clayton Amendment will do well to watch the trend of events in this case and note, if the judgment is sustained, how far away from these mines in Arkansas the law reaches to penalize and incriminate miners who had nothing whatever to do with the mob in Arkansas.

### Efforts to Commercialize Postal Rates

An effort was made several years ago to make the rate of postage on monthly publications pay book rate, and to drive them out of the market of advertising and book selling, but failed; and now comes a new effort in the interest of commercial factors, organized to push their personal interests, regardless of the principle of "the greatest good to the greatest number."

The second-class rate was originally established with the purpose of disseminating literature in the interest of the general public and education, and to give opportunity to thousands who could not otherwise possess this progressive public benefit.

Now comes another effort to commercialize the postal department of our Government, and to overturn the original intent by a proposed rate of postage which would greatly increase the cost of literature to the common people and make it nearly prohibitive, and in the direct interest of the factors who are agitating the change now reported as being recommended by the committee on postal appropriations.

This evidently emanates from an association of men interested in mail order commerce, and sale of books by agents, assisted by the lobby of the U.S. Chamber of Commerce located in Washington, D.C.

The committee on postal appropriations are reported as recommending one-cent letter postage, and to make that possible in a commercial sense, recommend that the

following tax be imposed upon monthly publications, as follows:

"That all newspapers, magazines and other publications regularly admitted to the mail as second-class matter when mailed by the publisher shall hereafter be subject to the following rates of postage: the zone system now applying to parcel post matter to be adapted to second-class matter.

"Within the first 300 miles to pay one cent a pound; 300 to 600 miles, two cents a pound; 600 to 1000 miles, three cents a pound; 1000 to 1400 miles, four cents a pound; 1400 to 1800 miles, five cents a pound, and 1800 and over to pay six cents a pound.

"Provided that free-in-county circulation (for newspapers) provided by law shall continue as at present.

"The postmaster general shall have authority to require publishers to separate their mail into zones when offered for mailing."

Newspapers are classed in with the magazines, but the committee know very well that they would not be affected by the zone, or rate of postage; in fact, they are careful to protect the interest of the newspapers, either because they are parties to this zone move, or to keep them from criticising it. But however that may be, it is an effort to commercialize the business of the Government supposed to be in the common interest of all the people, and is not done in the postal departments of any other country.

In this proposition there is no distinction between magazines, whether for profit, or the mutual benefit of a large class of the American people who are doing a great work in educating, helping, and in diverse ways, preventing any member of that class from becoming a public charge.

The zone and increase in postage applied to the LOCOMOTIVE ENGINEERS' JOURNAL would increase the cost of distribution 200 per cent (to be exact, an increase of \$7,000 a year) aside from the extra labor of zone sacking, and \$7,000 reduction in the fund for the indigent members, made indigents by the exacting, strenuous life in the public service of transportation.

Under the present system, the JOURNALS are all labeled with the subscribers' names,

tied in bundles, and placed in mail sacks labeled to the postoffice of destination; the postal authorities weigh the sacked matter which goes to the designated postoffice without being opened, with no distribution cost en train.

The JOURNAL is not published for profit; every dollar above cost of production and distribution has always gone to a fund to assist indigent members, and prevent them from becoming public charges, the Organization contributing over \$75,000 a year to this purpose.

The JOURNAL contains a correspondence department through which the members discuss matters of mutual interest; a technical department for the technical education of locomotive engineers on the latest technical developments; a literary department for the family; and that which is very essential to seventy thousand members, insured in their own company, official notice of assessment to pay maturing policies by virtue of death or total disability. The December number called for \$184,500 to pay 79 claims; among which were eight killed on duty, and eight permanently injured while on duty, serving the public as engineers in the employ of the railroads.

Perhaps these features will not commend themselves to those who are seeking one-cent letter postage and other advantages at the expense of other features, but we shall object strenuously to being penalized in the interest of any commercial factor.

If the U. S. postal department is to be commercialized, letter postage should be zoneized, and rates made in harmony with the distance carried. Letters and their distribution are the greatest clerical expense to the department.

If one-cent postage is a public need, that rate should be established, not as a favor to any class, but for a common good. The committee on appropriations is quoted as recommending \$4,000,000 in addition to the \$49,000,000, making \$53,000,000 for rural delivery service, and this is done with the knowledge that it creates a very large deficit, but it is for a common good and very commendable.

The franking privilege, much of which is a courtesy to congressmen and senators,

should be a Government charge, and the deficit created by the rural delivery system should be recognized as having a place in creating the deficit, and not charge it all to magazines, as was done in 1906 and 1906 when this subject was agitated before. Picking out one interest and taxing it in the interest of another interest is not conserving public interest as a whole.

### Refused to Arbitrate

In a controversy over the price of milk in Cleveland, the producers wanting a reasonable share of the profits which the dealers would not agree to, the producers refused to arbitrate because previous arbitrations had not been lived up to, but would arbitrate if they could have a positive guarantee that the award of the arbitrators would be carried out. This is the usual reflex of arbitration, in the experience of the men in train service; months were required to get the awards in force, and some of the features were never obtained.

### THE DOCTORS' UNION

The Physicians and Surgeons' Union in Ashtabula, O., called a meeting of the order, and resolved that on and after January 1st, 1917, the price of office calls shall be \$1.00, physical examination \$3 to \$5.00, prescriptions 75 cents, advice over the phone 50 cents, visits in the city \$2.00, night visits \$3.00, normal delivery, including two subsequent visits, \$15.00, consultation \$3.00 to \$5.00, and of course it is not a question for arbitration, it is a public pill the people may take or suffer the consequences.

If it were a labor organization, the next State Legislature would doubtless be confronted with petitions to make them submit to compulsory arbitration, but the doctors have the best of it—their organization obtained a law driving all the scab medicine mongers out of the State.

What a difference there is in whose ox is gored!

### Organization and Peace

The success of organized effort depends upon the degree of entirety of the kind of work the members represent, and the nearer we get to having all this class in the Order the nearer we are to a peaceful

settlement of all differences between the employer and the employee, if these members fulfill their collective obligations to the Order. That means the contribution of each member's material and mental force to the preservation of the Order, its power for good depending upon service, sacrifice, devotion and loyalty. By sacrifice we mean that we must, if need be, modulate our opinions and desires to fit the common good of all members, realizing that as individuals we can accomplish little; united, much.

The labor movement demands sacrifice of its members, as all organizations do, as every church, every government, every party does, as even common law does.

Capital is organized for the purpose of bargaining, and thinks it is entitled to all it can get by bargaining, without distinction as to whether it is iron or men.

And if men are to get in the bargain field at all, it must be done by mutual self-help, organized to control what capital needs to make more money—the labor of men.

It must be remembered that the money power argues from one viewpoint—self-interest; and labor must organize sufficiently to control the supply, or it cannot secure an opportunity to argue at all, and will have no market for its labor except at such price as comes from competition between the employing class, with no stability to either wages or opportunity to work.

### Tit for Tat

In Connecticut the property of the working men can be attached before a judgment is secured, a fact we called attention to in the October number.

The iron moulders went on strike, and the Bridgeport founders had the journeymen moulders' property and money attached, evidently as an intimidation measure, and now it is charged by the employees that several of their number were maltreated to further intimidate, and the strikers have turned the tables by having the property of the company and its funds in bank attached, and have instituted an action for damages to the amount of \$200,000. See article under

heading of "Conditions Reversed," Labor Digest Department, this issue.

### Patrick Henry Morrissey

Galesburg, Ill., Nov. 27, P. H. Morrissey, formerly Grand Master of the Brotherhood of Railroad Trainmen.

Bro. P. H. Morrissey was a man of intellectual parts who piloted his way from the brake wheel to the head of the Trainmen's Organization. He was a liberal, broad-minded man among men. His recognized talents led to an offer of an official place as assistant to the Vice President of the C. B. & Q. Ry., a situation few men are fitted for, and that very few men would refuse to accept, though they knew that there would be many to charge disloyalty to former associates.

He had acted a number of times as an arbitrator for the B. of L. E., arbitrating a case on the Grand Trunk Ry. of Canada in April and May, 1906. He, by invitation, attended the Memphis Convention June 1st, and delivered a fine address, which he closed as follows:

"I trust that your Organization, great in the era of its influence, great in its aims and ambitions, will go on to still higher achievements until it is able to shed its blessings in the home of every engineer in the land. I hope that, inspired by the spirit of loyalty of its members, it will move to greater achievements, until it will be known and praised of all men for all time.

"Let us hope that by the exercise of those splendid attributes of fraternity, Christianity and humanity, organizations such as the Brotherhood of Locomotive Engineers shall endure forever."

At the end of his address he was presented with a magnificent silver set, our Grand Chief, Bro. W. S. Stone, making the presentation speech, in which he said in part:

"At a great sacrifice to himself, his associates and his Organization, Bro. Morrissey has given us over two months of his service, at a time when he could least afford it. He looked after the interests of our Organization with very pleasing results for us, and in doing so he has placed us under an obligation this Organization will never be able to repay."

## LINKS

**BROTHER W. B. JOHNSON**, of Division 247, Halifax, N. S., Canada, recently had the honor of being appointed to the responsible position of master mechanic on Sixth division, Canadian Government Railway, which embraces all lines east of Truro, N. S., including Halifax Ocean Terminals, with headquarters at Truro.

In 1889 Bro. Johnson began his railroad career as messenger on the above railway, at Truro; was transferred to the mechanical department as fireman in 1890 and promoted to locomotive engineer 1900. In January, 1914, he was appointed to the position of instructor of Standard Rules, returning to engine service in July, 1914,



Bro. W. B. Johnson, Div. 247

from which he was appointed to his present position. He was transferred from Division 149, Truro, to Halifax Division 247, June, 1916. Bro. Johnson has a host of friends in addition to his many B. of L. E. Brothers, who feel that the railway company has made a wise selection in choosing him for the position. He has the best wishes of his Brothers and friends for his future success in his new field of labor.

Fraternally yours,

SEC.-TREAS. DIV. 247.

**TUESDAY** afternoon and evening, December 5th, will long be remembered by Division 260, Ashtabula, Ohio, as a red-letter day. Members from all Divisions on New York Central Lines West and Pennsylvania Lines West were invited to attend an afternoon and evening session by Division 260.

A small class was initiated in the afternoon; Brother Wm. B. Prenter, F. G. E., as presiding officer put on the initiatory

degree as only he can, and it was appreciated by many members who had never had an opportunity to see that work done by a Grand Officer.

Brother Wm. Bannister, General Chairman of the G. C. A., invited the General Committee, and every Division was represented except Buffalo. It was a rare treat for the members to get acquainted with the entire General Committee.

Brother Karns, General Chairman of Pennsylvania Lines West, attended the meeting, and our members appreciated the interest Brother Karns has always taken in this Division.

Brother Harry Daugherty came with Brother Prenter from the Grand Office and gave the members some very interesting and helpful information.

A committee of twelve ladies from the G. I. A., under the able leadership of Mrs. Fred Andrews, served a very fine dinner.

In the evening a reception was given in honor of eight retired Pennsylvania Company and New York Central engineers. A small token was presented to each one by the Division, Brother Prenter making the presentation. Division 260 owes its existence to these "old-timers," Brothers H. S. Strickler, H. F. Bates, Wm. Alfreds, E. L. Smith, John Richards, S. H. French, A. S. Keep and Wm. Britcher.

A delightful musical program had been arranged by the committee which was much appreciated by all present.

The credit for this very enjoyable affair is due to the efforts of Brothers Benham, Andrews, Moore, Schrack, Hender-shot, Wagner and our General Chairman, Wm. Bannister.

Fraternally,

W. E. BOYNTON, Sec. Div. 260.

ON Nov. 22, Div. 74, Harrisburg, Pa., B. of L. E., gave a pig roast and sauerkraut supper to their friends, including their "fireboys" and their families. A very pleasant evening was spent, Brother Welch acting as chief carver, assisted by the ladies of Blue Mountain Lodge, No. 137, whose members deserve the greatest amount of credit for the success of our entertainment. We had as our guests our road foreman of engines, Mr. C. N. Watt and wife, his able assistants, Mr.

Humble and Mr. Huff; Brother Stroh, from Paoli; Brothers and friends from Pittsburgh, Lewistown, Columbia, Philadelphia, Enola and Sunbury, to the number of about 400. Speeches were made by Mr. C. N. Watt, Mr. Humble, Mr. Huff, Brother Stroh, Mr. W. A. Tenney and Bro. E. T. Kulp, a veteran of Div. 74, who gave us a very long talk on the good of the Order, of the friendship that exists between our officials and the Brothers, the duty we owe to our employer, to our Brothers and to ourselves. H. O. Motter, a member of the B. of L. E. and E., also an engineer, spoke of how sorry he was that he did not join the B. of L. E. when a younger man, as he has now passed the age limit and thinks of the many things he has missed. Then the Ladies' Auxiliary of Blue Mountain Lodge, No. 137, gave a drill, which was something grand and was enjoyed by every one present, after which Miss Sara Lemen's orchestra furnished music for both singing and dancing. All being satisfied with the evening's pleasure, we left for our homes, hoping Div. 74, B. of L. E., will have many more affairs of the kind, and that their invitation still stands good. Trusting that we may see all our old and many new friends at our next pig roast,

We remain forever yours,

G. M. WELCH, Chairman,  
E. A. NESSANGER,  
J. C. DAVIS,  
W. McCAULY,  
W. W. CRISWELL,  
Committee.

JERSEY CITY DIV. 53 held Thanksgiving service in their Division room, Odd Fellows' Hall, Jersey City, Nov. 26, 4 p. m. Divisions represented: 53, 171, 135, 157, B. of L. E., Marion Div. 410 and Auxiliaries of 171, 135, 157. Address by Rev. Leon Jermain Brace, pastor Summit Avenue Baptist Church, Jersey City, who, by way of introduction, mentioned several things for which we undoubtedly would give thanks, although some may have reservations concerning our being grateful—peace and prosperity; however, there must be in the experience of each many personal blessings for which we are grateful.

Mr. Brace then turned to certain patriotic aspects of Thanksgiving. He first quoted a number of eminent authorities, including John Fiske, Herbert Spencer, Alexander Hamilton, Josiah Strong and James Bryce, to the effect that in God's plan, America occupies the place in our modern world that Israel occupied in the ancient world. As Israel was designed to be in the hand of God an instrument for the establishment of Justice, Peace and Brotherhood throughout the ancient world, so America may be the nation to accomplish for this and the next succeeding age this same mission of Justice, Peace and Love among men.

A review of our past was then made to see in what respects we had failed or had been faithful to this divine ideal. In respect to foreign relations, the only stain upon our record was found in our treatment of Mexico in 1848. Regarding domestic evils it was indicated that we had allowed numerous evils to find footing on American soil, evils that have greatly retarded our moral progress and usefulness to humanity. Among these were mentioned slavery, monopoly, political corruption, injustice to women by withholding the ballot, the traffic in alcoholic drinks, child labor, and involuntary poverty. To offset these, we have to our credit, the American Revolution, in which our nation was born and dedicated to freedom; the Civil War, in which we paid a blood atonement for the sin of slavery; the Spanish War, when we resisted the temptation to imperialism and conquest; our recent advances in national righteousness in which we have begun to recognize the iniquities above enumerated, every one of which seems about to be destroyed through the power of a new civic conscience.

The speaker then dwelt upon our present duty, emphasizing the fact that the true test of gratitude is its devotion to its God-given vision of destiny. We have had prophets for the giving of vision and the quickening of conscience. We have statesmen eminent in their ability to apply the prophet's vision to work out in law and life the principles of national righteousness. But the work of prophet and statesman is in vain in a democracy

unless the citizenship shall unanimously give itself to the support of the statesman's task in realizing the prophet's vision.

The speaker then emphasized the indispensable need of every citizen. First, moral integrity; each individual must be what he would have the nation to be. Second, intelligence; where the citizen is sovereign, the nation's welfare demands that every citizen be an earnest student of the problem of his time. Third, fidelity to our fundamental institutions, the home, the school and the church. Fourth, loyalty to democratic ideals. We must never lose our regard for the dignity of toil or our recognition of the heroism of common life. When the world is filled with the story of the heroism on the battlefields of Europe, we are likely to lose our appreciation of the grandeurs of the tasks of peace. As great heroism is expressed by thousands daily in the ranks of labor as in the ranks of the soldiers in any war. We must also be loyal to wholesome common joys. The history of the decay of nations is largely the story of the decay through vice of the aristocratic classes, whose corruption settled through all ranks of society; but in a democracy, if the great mass of the common people keep to the wholesome common joys, whatever corruption may be at the top of the social pyramid, need not affect the life of the whole. The thought of the message of the afternoon was epitomized by the use of the following poem:

We gave Thee thanks, O Lord!  
Not for the armed legions, marching in the night,  
Not for the glory of the well-earned fight,  
Where the brave men slay their brothers, also  
brave;  
But for the millions of thy sons who work—  
And do thy task with joy—and never shirk,  
And deem the idle man a burdened slave:  
For these, O Lord, our thanks!

We give Thee thanks, O Lord!  
Not for the turrets of our men-of-war.  
The monstrous guns, and deadly steel they pour  
To crush our foes and make them bow the knee;  
But for the homely sailors of Thy deep,  
The tireless fisher folk who banish sleep,  
And lure a living from the miser sea:  
For these, O Lord, our thanks!

We give Thee thanks, O Lord!  
Not for the mighty men who pile up gold,

Not for the phantom millions bought and sold,  
And all the arrogance of pomp and greed;  
But for the pioneers who plow the field,  
Make deserts blossom, and the mountain yield  
Its hidden treasure for man's daily need:  
For these, O Lord, our thanks!

We give Thee Thanks, O Lord!  
Not for the palaces that wealth has grown,  
Where ease is worshiped—duty dimly known,  
And pleasure leads her dance the flowery way;  
But for the quiet homes where love is queen,  
And life is more than baubles, touched and seen,  
And old folks bless us, and dear children play:  
For these, O Lord, our thanks!

In conclusion, the speaker quoted from Washington's Farewell Address: "The nation has pledged itself that righteousness shall prevail in the courts of the nation and in the great activities of the American people as it prevails in the simple heart of the American people. As the foundation has been laid so will the structure rise. The people have willed it. The people will achieve in their time."

Mr. H. Z. Long, director and organist of Summit Avenue Baptist Church, rendered music on piano and sang two selections. Miss Elsie Druhinel, member of quartette of same church, gave several solos, which were highly appreciated by all present, and we all felt we had been well repaid by attending the service.

JOHN H. WARREN,  
Sec.-Treas. Div. 53.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

If William J. Lally who formerly lived at No. 203 East Second street, Austin, Texas, will correspond with his uncle, M. E. Lally, 1034 Rebecca avenue, Wilkensburg, Pa., or Wm. B. Prenter, F. G. E., 1118 B. of L. E. Bldg., Cleveland, Ohio, he will hear of something that will interest him.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Nov. 15, pneumonia, Bro. J. McGreevy, member of Div. 1.

Los Angeles, Cal., Sept. 5, Bro. N. Z. Wood, member of Div. 5.

Los Angeles, Cal., Nov. 10, Bro. P. W. Hughes, member of Div. 5.

Indianapolis, Ind., Dec. 6, uremic poisoning, Bro. Elmer E. Townsend, member of Div. 11.

Ft. Wayne, Ind., Nov. 27, dropsy, Bro. John C. McCarthy, member of Div. 12.

Ft. Wayne, Ind., Nov. 14, heart failure, Bro. E. Blanchard, member of Div. 12.

Buffalo, N. Y., Nov. 17, acute nephritis, Bro. W. R. Benedict, member of Div. 15.

Washington, D. C., Nov. 12, fell from engine, Bro. W. R. Sanders, member of Div. 26.

Freeport, Ill., Dec. 10, hardening of arteries, Bro. Jos. Blackman, member of Div. 27.

Dixon, Ill., Nov. 17, stomach trouble, Bro. W. H. Gillespie, member of Div. 27.

Tucson, Ariz., Nov. 25, acute dilatation of heart, Bro. G. H. Byers, member of Div. 28.

Portland, Me., Nov. 28, diabetes, Bro. W. C. Higgins, member of Div. 40.

Albany, N. Y., Nov. 23, apoplexy and hardening of arteries, Bro. B. M. Millard, member of Div. 46.

Rensselaer, N. Y., Nov. 14, old age, Bro. Henry Hughes, member of Div. 59.

Silois, Ill., Nov. 16, paralysis and old age, Bro. F. X. Breecher, member of Div. 60.

Reading, Pa., Nov. 19, cerebral hemorrhage, Bro. Owen McGovern, member of Div. 75.

Bridgeport, Conn., Dec. 1, killed, Bro. Eugene Lake, member of Div. 77.

Springfield, Mo., Nov. 2, pneumonia, Bro. James O'Brien, member of Div. 83.

Springfield, Mo., Nov. 23, head-end collision, Bro. J. J. Harris, member of Div. 83.

Moberly, Mo., Dec. 12, blood infection, Bro. H. H. Turner, member of Div. 86.

Marquette, Mich., Dec. 2, typhoid pneumonia, Bro. D. Williams, member of Div. 94.

Fredericksburg, Va., Dec. 1, diabetes, Bro. J. H. Perry, member of Div. 97.

Columbia, Pa., Dec. 8, heart trouble, Bro. J. B. Williams, member of Div. 104.

Port Huron, Mich., Nov. 18, general paralysis, Bro. Robt. F. Fenske, member of Div. 122.

Windsor, Ont., Can., Nov. 30, Bro. T. M. Smith, member of Div. 132.

Waldwick, N. J., Nov. 23, edema of lungs, Bro. Wm. R. Blanch, member of Div. 135.

Jersey City, N. J., Nov. 24, parenchymatous nephritis, Bro. D. A. Gow, member of Div. 135.

Bellisle Creek, N. B., Can., Nov. 8, hemorrhage of lungs, Bro. R. D. Goggan, member of Div. 162.

Warren, Pa., Nov. 17, indigestion, Bro. Patrick F. Shine, member of Div. 173.

Delaware, Ohio, June 30, sarcoma, Bro. John Horn, member of Div. 175.

Omaha, Neb., Nov. 18, general breakdown, Bro. M. Dinan, member of Div. 183.

Mingus, Texas, Nov. 26, rear-end collision, Bro. W. W. Givens, member of Div. 187.

Stratford, Ont., Can., Nov. 23, Bright's disease, Bro. Chas. Wilson, member of Div. 188.

Smyrna, Ga., Oct. 27, suicide, Bro. J. F. Delay, member of Div. 207.

Chanute, Kans., July 18, cancer, Bro. E. B. Fortney, member of Div. 214.

Cherryvale, Kans., Sept. 12, Bro. L. W. Barrett, member of Div. 214.

Logan, Mont., Dec. 8, head-on collision, Bro. Chas. F. Seib, member of Div. 232.

Knoxville, Tenn., Nov. 25, apoplexy, Bro. D. V. Cahill, member of Div. 239.

Newberry, Pa., Dec. 9, heart disease, Bro. John McCoy, member of Div. 244.

Canton, Ohio, Sept. 7, Bro. M. T. Jackson, member of Div. 245.

Manitowoc, Wis., Nov. 23, hardening of arteries, Bro. Frederick Thrall, member of Div. 249.

Huntington, W. Va., Nov. 23, heart trouble, Bro. W. H. Parker, member of Div. 263.

Columbus, O., Dec. 6, organic heart disease, Bro. David Parks, member of Div. 255.

Easton, Pa., Nov. 23, fell from engine, Bro. John-son Schaffer, member of Div. 259.

Columbia, S. C., Nov. 1, accidentally shot, Bro. H. M. Rowell, member of Div. 265.

Florence, S. C., Nov. 14, effects of operation, Bro. J. H. Banks, member of Div. 265.

Scranton, Pa., Dec. 1, heart failure, Bro. W. H. Seeley, member of Div. 276.

Portland, Ore., Nov. 21, heart failure, Bro. E. S. Elliott, member of Div. 277.

Grand Rapids, Mich., Sept. 20, bronchial asthma, Bro. G. K. Moshier, member of Div. 286.

Lorain, O., Nov. 19, old age, Bro. H. T. McLennan, member of Div. 296.

Vermillion, O., Nov. 16, neuritis, Bro. H. J. Trinter, member of Div. 296.

Bristol, Va., Nov. 12, apoplexy and chronic nephritis, Bro. W. F. Mercer, member of Div. 301.

St. Louis, Mo., Nov. 27, automobile accident, Bro. Chas. Buchanan, member of Div. 327.

Buffalo, N. Y., Dec. 3, killed, Bro. W. F. Swallow, member of Div. 328.

Portsmouth, Va., Sept. 1, operation, Bro. C. E. Stephenson, member of Div. 331.

New Albany, Ind., Nov. 21, paresis, Bro. J. E. Kreamer, member of Div. 343.

New Albany, Ind., Aug. 7, heart trouble, Bro. Wm. Hanafee, member of Div. 343.

Kankakee, Ill., Nov. 27, Bright's disease, Bro. F. J. C. Meyers, member of Div. 354.

Barren Fork, Ky., Sept. 6, old age, Bro. John Craynon, member of Div. 363.

Pittsburgh, Pa., Nov. 23, tuberculosis, Bro. John A. Johnson, member of Div. 370.

E. Las Vegas, N. M., Nov. 23, asthma, Bro. John W. Cook, member of Div. 371.

Emporia, Kans., Nov. 20, gall stones, Bro. Edwin S. Lynn, member of Div. 396.

Pasco, Wash., Sept. 6, typhoid fever, Bro. C. E. Dyer, member of Div. 402.

Hawley, Pa., Oct. 7, scalded, Bro. R. P. Pinkley, member of Div. 403.

Buffalo, N. Y., Nov. 17, pneumonia, Bro. E. Stratford, member of Div. 421.

Williamson, W. Va., Nov. 30, run over by cars, Bro. J. A. Philpott, member of Div. 448.

Norfolk, Va., July 22, Bright's disease, Bro. H. W. Lee, member of Div. 456.

Toledo, Ohio, Nov. 11, paralysis, Bro. C. F. Neidhardt, member of Div. 457.

Joliet, Ill., Nov. 18, paralysis, Bro. R. G. Cook, member of Div. 458.

Kittanning, Pa., Nov. 14, killed, Bro. C. L. Smith, member of Div. 472.

Mobile, Ala., Nov. 28, paralysis, Bro. R. B. Brooks, member of Div. 488.

Parsons, Kans., Nov. 23, apoplexy, Bro. W. M. Calkins, member of Div. 517.

Hawthorne, N. J., Dec. 3, chronic nephritis, Bro. John Shea, member of Div. 521.

Ardmore, Okla., Aug. 26, typhoid fever, Bro. J. E. Peeler, member of Div. 539.

New Castle, Pa., Nov. 24, septic cholecystitis, Bro. Frank G. Cosadd, member of Div. 566.

Mahoningtown, Pa., Nov. 16, tuberculosis, Bro. Jno. M. Robinson, member of Div. 565.

Winnipeg, Man., Can., Nov. 4, Bright's disease, Bro. O. F. Wissell, member of Div. 583.

Shreveport, La., Nov. 13, apoplexy, Bro. P. C. Tynan, member of Div. 599.

Marshalltown, Ia., Dec. 1, cancer, Bro. Oscar O. Green, member of Div. 600.

Portage, Wis., Dec. 9, tuberculosis, Bro. Wm. F. Schneider, member of Div. 618.

Alliance, O., Nov. 26, Bright's disease, Bro. H. W. Stackhouse, member of Div. 627.

Des Moines, Ia., Oct. 12, operation, Bro. J. F. Barr, member of Div. 643.

Galesburg, Ill., Dec. 5, heart failure, Bro. W. B. Walters, member of Div. 644.

Columbus, O., Nov. 19, pneumonia, Bro. Carl M. Shoup, member of Div. 651.

W. Milton, Pa., Sept. 3, Bright's disease, Bro. B. F. Sidler, member of Div. 662.

Hammond, Ind., Nov. 29, pneumonia, Bro. J. D. Peffers, member of Div. 682.

Elizabeth, N. J., Dec. 3, clot of blood on brain, Bro. Thos. E. Bowe, member of Div. 688.

Madison, O., Nov. 15, apoplexy and arterio sclerosis, Bro. Frank L. Osgood, member of Div. 741.

Bradford, Eng., Nov. 9, Bro. Jas. Hartley, member of Div. 747.

Rensselaer, N. Y., Dec. 7, pulmonary edema, Bro. Samuel Blackburn, member of Div. 752.

Lake Odessa, Mich., Nov. 18, diabetes, Bro. H. Gunderman, member of Div. 815.

Brandon, Man., Can., Nov. 15, quinsy, Bro. Chas. E. Fingland, member of Div. 818.

Alamosa, Col., Nov. 2, heart disease, Bro. T. F. Foster, member of Div. 820.

Regina, Sask., Can., Nov. 16, carcinoma of stomach and liver, Bro. James F. Drummond, member of Div. 828.

Pen Argyl, Pa., Aug. 24, engine turned over, Bro. Harry Ache, member of Div. 845.

Burlington, Ia., Nov. 21, old age, Mrs. M. Walbrand, mother of Bro. H. F. Walbrand, member of Div. 159.

Cedar Rapids, Ia., Nov. 21, Mrs. L. E. Tindall, wife of Bro. J. C. Tindall, member of Div. 159.

Northfield Farms, Mass., Nov. 21, Bro. Asahel Sawyer, member of Greenfield, Mass., Div. 112, formerly member of Div. 31, Cleveland, O.

Brother Sawyer was in the service of the L. S. & M. S. Railway for 40 years, and left the service to go to the farm on which he was born, and care for an older sister, now 92 years of age. Brother Sawyer was always an active member of the Order and at-

tended several conventions as the delegate of Div. 31. He was also a member of the G. A. R., Greenfield, Mass.

Epping, N. H., Dec. —, Mrs. Sarah E. Gage, wife of Bro. Geo. W. Gage, Jr., member of Div. 483.

Canon City, Col., July 23, Mrs. Sarah B. Rice, mother of Bro. C. C. Rice, member of Div. 5.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 4—Wm. Hendrickson, from Div. 512.  
 28—Grover C. Mann, from Div. 811.  
 74—J. T. Everts, from Div. 459.  
 W. M. Shoemaker, from Div. 104.  
 298—R. W. Alexander, from Div. 565.  
 329—W. J. Marshall, from Div. 756.  
 386—H. T. Shaup, James Hollingsworth, from Div. 432.  
 415—F. W. Lancaster, from Div. 110.  
 435—J. J. Coates, from Div. 228.  
 494—A. L. Sturtevant, from Div. 266.  
 526—J. J. Cassidy, from Div. 229.  
 553—L. V. Harris, from Div. 252.  
 556—W. J. Vallery, from Div. 177.  
 558—Joseph F. Pelletier, from Div. 162.  
 574—D. J. Ryan, from Div. 187.  
 578—E. P. Mathias, A. Wortman, from Div. 507.  
 589—C. W. Seranton, from Div. 77.  
 650—C. R. Thornton, from Div. 788.  
 651—Thos. Burns, from Div. 124.  
 715—P. Binder, from Div. 832.  
 716—Wm. Fray, from Div. 854.  
 764—J. E. Davies, from Div. 816.  
 766—W. P. All, from Div. 660.  
 771—C. G. Sullivan, from Div. 849.  
 785—J. W. Meadows, V. B. Stover, from Div. 101.  
 796—S. R. McKee, Wm. Davidge, from Div. 843.  
 J. P. Hayes, from Div. 847.  
 W. A. Baker, from Div. 654.  
 813—Chas. H. Stone, W. D. Harned, from Div. 159.  
 829—D. M. Potts, J. R. Benton, H. B. Withers, from Div. 473.  
 G. P. Farris, E. A. Morris, from Div. 547.  
 829—R. T. Robinson, from Div. 156.  
 Wm. E. Ellis, from Div. 782.  
 839—W. S. Runyon, A. L. Hobart, P. B. Fitzpatrick, from Div. 553.  
 840—Wm. B. Nye, from Div. 196.  
 844—N. G. Jewins, from Div. 756.  
 847—R. L. Hebbard, from Div. 798.  
 T. W. Pinkaton, J. W. McGowan, from Div. 843.  
 853—H. B. Rushton, from Div. 332.  
 864—E. R. Nelson, from Div. 564.  
 R. H. Powley, from Div. 847.

### WITHDRAWALS

#### From Division—

- 25—H. J. Riddle.  
 61—C. H. Foster.  
 114—Chas. Hersh.  
 135—Martin White.  
 152—R. J. Hickman.  
 156—Thos. G. Parker.  
 157—Geo. B. Coffee.  
 178—Chas. C. Allcorn.  
 181—M. E. Swords.  
 191—F. E. Cary.

#### From Division—

- 318—A. Schultz.  
 320—Harvey Fraser.  
 362—Chas. Klinghammer.  
 400—Oscar Culbreth.  
 410—J. J. Loftus.  
 432—W. P. Mason.  
 439—F. A. Butler.  
 583—Joe McMahon.  
 650—J. A. Kenter.  
 662—John Talley.

### REINSTATEMENTS

#### Into Division—

- 20—Bert L. Fitzer.  
 55—David Williams.  
 61—C. E. Perritt.  
 101—V. B. Stover.  
 147—R. F. Marquis.  
 155—Wm. Cable.  
 189—A. Young.  
 228—J. J. Coats.  
 233—G. E. Neff.  
 296—Edward Feather.  
 386—P. N. Gooch.  
 435—L. L. Thomas,  
 L. L. Sellers.

#### Into Division—

- 446—B. E. Lintz.  
 449—J. D. McPhail, Jr.  
 524—J. L. Rutledge.  
 548—J. C. Lee.  
 554—W. M. Lannon.  
 591—Chas. Gillispie.  
 658—R. J. Chambers.  
 713—J. J. Hoffman.  
 723—Chas. Milne.  
 726—A. E. Peterson.  
 770—H. O. Bassett.  
 785—A. W. Roles.  
 836—Frank McCormick.



## EXPULLED

## FOR NON-PAYMENT OF DUES

## From Division—

- 13—Wm. J. Koepecke.  
 19—Frank McLaughlin  
 36—J. M. Carson.  
 49—O. W. Lewis.  
 40—F. A. Welta.  
 61—R. T. Bigsby.  
 T. H. Morrissey.  
 E. L. Titus.  
 W. J. Walker.  
 T. R. Temple.  
 65—Chas. E. Semons.  
 E. T. Cowell.  
 66—Jos. Bickel.  
 Ben. M. Jones.  
 71—J. F. McDade.  
 98—J. P. Marsh.  
 H. J. Deyo.  
 John Ruff.  
 107—W. H. Grafton.  
 121—J. H. Ackworth.  
 147—John Lascelles.  
 171—E. E. Huff.  
 189—W. Dougherty.  
 208—J. Schrader.  
 222—O. W. Choules.  
 234—A. S. Neugabauer.  
 Noah Fouch.  
 238—L. A. Drew.  
 239—J. L. Portwood.  
 245—B. S. Roushe.  
 H. D. Smith.  
 252—M. Norton.  
 C. C. Jenkins.  
 263—E. J. Evans.  
 J. H. Loftus.  
 281—W. E. Cross.  
 J. J. Roberts.  
 283—F. M. Chandler.  
 Wm. James.  
 B. F. Smith.  
 286—Ira Doty.  
 288—J. W. Jones.  
 296—E. Burke.  
 299—J. M. Buswell.  
 309—J. N. Chester.  
 312—Chas. E. Streeter.  
 320—W. G. Waltman.  
 322—F. B. McKinnon.  
 338—W. H. Colburn.  
 343—J. C. Venable.  
 368—R. L. Robinson.  
 V. B. Maroney.  
 S. B. Cosby.  
 375—G. B. Wagner.  
 J. C. Motley.  
 380—D. Bean.  
 401—E. B. Moore.  
 403—H. A. Weckheiser.  
 430—W. L. Bryant.  
 444—I. E. Holden.  
 E. W. Bartnek.  
 J. W. Bonham.

## From Division—

- 471—W. J. McKissen.  
 474—Frank Fugleasa.  
 477—R. H. Burge.  
 C. E. Burgy.  
 F. Cogley.  
 T. J. Duffey.  
 T. Hopkins.  
 E. A. Sturm.  
 W. H. Peel.  
 M. J. Walsh.  
 T. Hite.  
 481—F. C. Wright.  
 489—E. R. La Daw.  
 490—R. L. Hollifield.  
 J. J. Gallagher.  
 493—David Royer.  
 501—J. N. Doak.  
 506—W. W. Riley.  
 511—W. J. Callahan.  
 W. A. Mason.  
 535—C. Nelson.  
 537—M. E. Ward.  
 553—John Ivers.  
 564—Sam Baker.  
 C. J. Lester.  
 555—W. F. Raab.  
 573—S. E. Parker.  
 574—J. A. Budenholzer.  
 595—W. M. Butler.  
 605—T. W. Phelan.  
 606—J. M. Young.  
 612—V. D. Giles.  
 662—C. Pittman.  
 665—J. F. Carney.  
 W. O. Clowea.  
 O. L. Lindley.  
 H. D. Allen.  
 666—R. Wiseman.  
 667—L. W. Noble.  
 672—L. E. Hulsey.  
 703—W. A. Minnock.  
 706—J. M. Smith.  
 713—J. F. Bywater.  
 716—Thos. E. Carl.  
 721—B. P. Eates.  
 731—T. H. Vernon.  
 736—R. R. Faunt Le Roy.  
 755—A. C. Turner.  
 756—B. F. Eidner.  
 765—C. H. Carboniss.  
 770—D. B. Young.  
 775—H. G. King.  
 779—J. F. Nance.  
 F. E. McCown.  
 780—Theo. Block.  
 785—C. W. Eckler.  
 794—W. Banard.  
 796—R. J. Butterworth.  
 J. W. Harkins.  
 831—M. H. Gephart.  
 843—W. R. Buchanan.  
 849—W. G. Garners.

## FOR OTHER CAUSES

## From Division—

- 35—A. F. Cram, violation Sec. 52, Statutes, and forfeiting insurance.  
 50—A. Wrick, forfeiting insurance.  
 66—Walter Bromley, Edw. J. Heth, forfeiting insurance.  
 73—Herman E. Klatt, forfeiting insurance.  
 157—Edgar J. Dwyer, violation Sec. 35, Standing Rules.  
 165—Lee Judd, forfeiting insurance.  
 214—W. A. Lomax, unbecoming conduct.  
 256—F. P. Hicks, A. P. Wright, forfeiting insurance.  
 271—M. Groves, forfeiting insurance.  
 297—W. J. Dickey, violation Sec. 52, Statutes.  
 304—Harry Williams, forfeiting insurance.  
 305—Oliver Snow, forfeiting insurance.  
 310—G. C. Woods, M. E. Smith, W. E. Ramsey, forfeiting insurance.  
 314—E. A. Ray, violation of obligation, and unbecoming conduct.  
 364—S. D. Lowe, forfeiting insurance.  
 399—W. D. Smiley, forfeiting insurance.  
 404—Wm. Keen, forfeiting insurance.  
 410—Phil Drennon, violation Sec. 57, Statutes.  
 416—C. R. Derry, forfeiting insurance.  
 467—D. R. Lebickier, violation of obligation and forfeiting insurance.  
 508—Edward Syde, violation of obligation.  
 511—W. E. Morris, violation of obligation.  
 565—Edward McCowin, violation Sec. 52, Statutes.  
 640—C. F. Burley, forfeiting insurance.  
 656—L. B. Squires, M. G. Young, J. J. Wells, forfeiting insurance.  
 668—J. H. Smith, E. F. Work, forfeiting insurance.  
 680—C. H. McGowan, forfeiting insurance.  
 739—H. G. Davis, H. McDonald, forfeiting insurance.  
 757—H. G. Tetlow, forfeiting insurance.  
 866—W. F. Peace, violation Sec. 52, Statutes.

The expulsion of G. M. Long from Div. 815, which appeared in December JOURNAL, was an error in reporting to Grand Office. Brother Long is in good standing in Div. 815.

WM. M. LEYDA, S.-T. Div. 815.

The expulsion of J. W. Love from Div. 530, which appeared in the October JOURNAL, was an error in reporting to the Grand Office. Brother Love is in good standing in Div. 530.

ED GAMBLE, S.-T. Div. 530.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

## CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

## OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 681-685

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1126 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Jan. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
600	O. F. Wessels,....	48	583	Jan. 8, 1904	Nov. 4, 1916	Nephritis.....	\$1500	Wymane Wessels, s.
601	A. P. Gordon,....	48	464	Apr. 10, 1893	Nov. 7, 1916	Killed.....	3000	Mary E. Gordon, w.
602	C. L. Smith,....	44	472	Nov. 28, 1915	Nov. 14, 1916	Killed.....	1500	Ida V. Smith, w.
603	W. T. Ravenscroft	42	37	June 19, 1904	Nov. 13, 1916	Left leg amputated	4500	Self.
604	Geo. Wolfe,....	71	15	Feb. 24, 1871	Oct. 30, 1916	Adenomataprost.gld.	3000	Sophia Wolfe, w.
605	H. J. Trinter,....	35	296	Jan. 24, 1914	Nov. 15, 1916	Chronic nephritis....	1500	Rose D. Trinter, w.
606	M. Hallis,....	56	329	Sept. 29, 1903	Nov. 11, 1916	Killed.....	3000	Isabella Hallis, w.
607	W. F. Mercer,....	53	301	May 5, 1901	Nov. 12, 1916	Apoplexy.....	1500	Ella V. Mercer, w.
608	W. H. Bennett,....	53	624	Mar. 20, 1904	Oct. 28, 1916	Sclerosis.....	1500	Mary E. Bennett, w.
609	C. E. Fingland,....	47	818	Aug. 1, 1904	Nov. 15, 1916	Endocarditis.....	3000	Sisters.
610	Eli Stratford,....	62	421	Mar. 24, 1882	Nov. 17, 1916	Pneumonia.....	3000	Minnie Stratford, w.
611	C. F. Neidhart,....	67	457	Apr. 10, 1883	Nov. 11, 1916	Hemorrhage of brain	3000	Phillipe aNeidhart, w
612	Frank Clextion,....	38	10	Dec. 24, 1905	Oct. 23, 1916	Left foot amputated.	1500	Self.
613	Owen McGovern,....	57	75	Apr. 20, 1902	Nov. 19, 1916	Cerebral hemorrhage	1500	Julia McGovern, w.
614	P. W. Hughes,....	69	5	Feb. 17, 1896	Nov. 10, 1916	Carci'ma of pancreas	1500	Mary D. Hughes, w.
615	J. J. Scanlon,....	55	369	Nov. 28, 1885	Nov. 7, 1916	Exhaustion.....	3000	Francis Scanlon, w.
616	J. E. Desmond,....	48	760	Mar. 8, 1908	Nov. 12, 1916	Killed.....	1500	Catherine Bailey, s.
617	B. M. Millard,....	71	46	Oct. 5, 1881	Nov. 15, 1916	Apoplexy.....	3000	Katy A. Millard, w.
618	J. McGrevey,....	65	1	July 22, 1898	Nov. 15, 1916	Chronic nephritis....	1500	Ellen McGrevey, w.
619	C. H. Rolt,....	60	312	Mar. 1, 1902	Nov. 7, 1916	Tuberculosis.....	750	Minnie Rolt, w.
620	Guz Holtz,....	31	535	May 24, 1908	Nov. 7, 1916	Tumor of brain.....	1500	Hulda Holtz, w.
621	P. F. Shine,....	51	173	Dec. 17, 1899	Nov. 17, 1916	Apoplexy.....	1500	Lillian E. Shine, w.
622	F. G. Cozadd,....	39	565	Mar. 15, 1904	Nov. 24, 1916	Septic cholecystitis..	1500	Minnie M. Cozadd, w
623	J. M. Robinson,....	49	565	Aug. 11, 1901	Nov. 16, 1916	Tuberculosis.....	1500	Ada M. Robinson, w.
624	W. R. Benedict,....	72	15	Sept. 25, 1871	Nov. 17, 1916	Acute nephritis.....	3000	Mary A. Benedict, d.
625	C. M. Shoup,....	30	651	Mar. 16, 1913	Nov. 19, 1916	Pneumonia.....	1500	Mary E. Shoup, w.
626	R. F. Fenske,....	36	122	Apr. 25, 1908	Nov. 18, 1916	Paralysis.....	1500	Anna Fenske, w.
627	F. X. Breecher,....	81	60	Jan. 24, 1878	Nov. 16, 1916	Paralysis.....	3000	Philomen Breecher, s
628	G. W. Hasson,....	37	352	Apr. 15, 1912	Oct. 2, 1916	Blind left eye.....	3000	Self.
629	H. M. Rowell,....	33	265	Oct. 1, 1905	Nov. 1, 1916	Shut thru he'r acci'ly	4500	Annie S. Rowell, w.
630	E. S. Lynn,....	51	396	Mar. 14, 1903	Nov. 20, 1916	Gall stones.....	3000	Emma R. Lynn, w.
631	D. A. Gow,....	46	135	Dec. 16, 1912	Nov. 24, 1916	Nephritis.....	1500	Christine Gow, w.
632	R. G. Cook,....	67	458	June 9, 1893	Nov. 18, 1916	Paralysis.....	4500	Anna Cook, w.
633	J. C. McCarthy,....	60	12	Oct. 8, 1899	Nov. 27, 1916	Cirrhosis of liver....	3000	Bertha McCarthy, w.
634	J. H. Banks,....	35	265	July 2, 1905	Nov. 14, 1916	Appendicitis.....	1500	Esca M. Breeden, s.
635	W. R. Blanch,....	75	135	Aug. 23, 1870	Nov. 23, 1916	Edema of lungs.....	3000	Children.
636	E. Trumble,....	38	317	June 21, 1914	Nov. 14, 1916	Killed.....	1500	Hanora Trumble, w.
637	F. J. C. Myers,....	51	354	Sept. 2, 1907	Nov. 27, 1916	Bright's disease....	1500	Maggie Myers, w.
638	D. M. Peters,....	51	466	Sept. 3, 1900	Nov. 16, 1916	Carbuncle.....	1500	Mary E. Peters, w.
639	J. A. Johnston,....	50	370	Oct. 17, 1892	Nov. 23, 1916	Tuberculosis.....	1500	Mary Filer, s.
640	J. J. Harris,....	50	83	Feb. 27, 1895	Nov. 23, 1916	Killed.....	3000	Annie Harris, w.
6-1	A. Sawyer,....	73	112	Dec. 21, 1869	Nov. 21, 1916	Pulmonary embolism	4500	Mrs. A. Sawyer, w.
6-2	J. Hartley,....	32	747	May 10, 1914	Nov. 9, 1916	Paralysis.....	1500	Nora V. Hartley, w.
643	A. H. Bearup,....	45	208	Sept. 5, 1909	Nov. 27, 1916	Suicide.....	3000	Ada H. Bearup, w.
644	R. D. Goggin,....	33	162	Dec. 27, 1906	Nov. 8, 1916	Hemorrhage of lungs	1500	Mary A. Goggin, w.
645	W. H. Seeley,....	73	276	Aug. 13, 1894	Dec. 1, 1916	Acute asthma.....	1500	Mary E. Seeley, w.
646	C. S. Pratt,....	59	814	Feb. 15, 1900	Nov. 15, 1916	Arterio sclerosis....	1500	Lizzie M. Pratt, w.
647	J. H. Gundermann,....	40	815	Feb. 25, 1907	Nov. 13, 1916	Chronic nephritis....	1500	M. E. Gundermann, w
648	J. A. Philpot,....	+0	448	Sept. 2, 1906	Nov. 30, 1916	Killed.....	1500	Kate Philpot, w.
649	J. F. Dixon,....	+4	354	Oct. 14, 1906	Dec. 2, 1916	Tuberculosis.....	1500	Bertha E. Dixon, w.
650	W. M. Calkins,....	55	517	Mar. 7, 1894	Nov. 23, 1916	Apoplexy.....	1500	Ada M. Calkins, w.
651	D. V. Cahill,....	58	239	Dec. 8, 1890	Nov. 24, 1916	Apoplexy.....	1500	Clara D. Cahill, w.
652	J. C. Higgins,....	52	40	Sept. 11, 1894	Nov. 28, 1916	Diabetes.....	1500	Helen Higgins, w.
653	J. D. Peffers,....	46	682	May 22, 1902	Nov. 29, 1916	Pneumonia.....	3000	Maggie Peffers, w.
654	J. O'Brien,....	48	83	June 26, 1899	Nov. 29, 1916	Pneumonia.....	1500	Mrs. B. O'Brien, w.
655	F. L. Osgood,....	62	741	Feb. 19, 1883	Nov. 15, 1916	Apoplexy.....	3000	Alice C. Osgood, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
656	J. E. Kreamer	46	343	Dec. 11, 1902	Nov. 22, 1916	Paralysis of brain	3000	Lydia R. Kreamer, w.
657	Chas. Buchanan	40	327	Dec. 16, 1899	Nov. 27, 1916	Killed	1500	Kath'e Buchanan, w.
658	Fred Thrall	59	249	Apr. 29, 1890	Nov. 28, 1916	Arterio sclerosis	1500	Camilla Thrall, w.
659	L. J. Miller	39	294	Aug. 30, 1913	Nov. 3, 1916	Killed	1500	Cora M. Miller, w.
660	D. Parks	49	255	Jan. 26, 1902	Dec. 6, 1916	Heart disease	3000	Annie B. Parks, w.
661	L. H. Patton	56	423	Feb. 1, 1898	Dec. 5, 1916	Paralysis	3000	Mary E. Patton, w.
662	J. H. Woods	76	54	May 1, 1898	Dec. 9, 1916	Cerebral hemorrhage	3000	Children.
663	W. F. Swalwell	32	328	Dec. 16, 1915	Dec. 3, 1916	Killed	3000	Elya M. Swalwell, w.
664	J. F. Drummond	39	828	May 7, 1887	Nov. 16, 1916	Carcinoma of stomach	3000	M. E. Drummond, w.
665	H. W. Stackhouse	34	627	Oct. 21, 1913	Nov. 25, 1916	Chronic Bright's disease	1500	Lula I. Stackhouse, w.
666	J. C. Harn	37	646	Oct. 4, 1903	Dec. 11, 1916	Acute nephritis	4500	Lillian M. Harn, w.
667	R. B. Brooks	39	488	June 10, 1906	Nov. 28, 1916	Paralysis	1500	Alice R. Brooks, w.
668	J. H. Perry	86	97	Sept. 27, 1890	Dec. 1, 1916	Diabetes	1500	Daughters.
669	J. H. Clark	38	148	Mar. 27, 1892	Dec. 11, 1916	Acute peritonitis	1500	Mrs. E. M. Clark, w.
670	J. J. Goodwin	47	317	June 24, 1900	Nov. 14, 1916	Killed	4500	Ada Goodwin, w.
671	E. L. DuBois	47	86	Apr. 7, 1898	Nov. 11, 1916	Asthma	1500	Ida M. DuBois, w.
672	P. C. Tynan	44	599	May 7, 1906	Nov. 13, 1916	Hemorrhage of brain	1500	Appie L. Tynan, w.
673	A. J. Keefe	30	318	Apr. 7, 1916	Nov. 14, 1916	Both legs amputated	1500	Self.
674	Henry Hughes	38	59	May 25, 1863	Nov. 15, 1916	Paralysis	3000	Children.
675	Frank Hernandez	58	466	May 4, 1896	Nov. 27, 1916	Organic heart disease	1500	Ida B. Hernandez, w.
676	Johnson Shaffer	59	259	Apr. 14, 1892	Nov. 29, 1916	Killed	1500	Sarah Shaffer, w.
677	O. O. Green	58	600	Dec. 3, 1890	Dec. 1, 1916	Cancer of kidney	3000	Daughters.
678	Dominie Williams	45	94	July 3, 1910	Dec. 2, 1916	Lobar pneumonia	3000	Bridget Williams, w.
679	John Shea	30	521	Apr. 25, 1898	Dec. 3, 1916	Chronic nephritis	3000	Mrs. Lizzie Shea
680	Thos. E. Bowe	56	688	Jan. 20, 1894	Dec. 3, 1916	Arterio sclerosis	1500	Julia M. Bowe, s.
681	E. E. Townsend	54	11	Aug. 13, 1899	Dec. 6, 1916	Uraemic poisoning	1500	Mrs. C. Townsend, w.
682	Wm. F. Schneider	55	618	Oct. 27, 1906	Dec. 9, 1916	Pulmonary tuberculosis	1500	Mary A. Schneider, w.
683	D. E. Knight	39	97	Aug. 6, 1911	Dec. 10, 1916	Pulmonary tuberculosis	1500	Emma Knight, w.
684	D. S. Davis	43	55	Mar. 9, 1904	Dec. 11, 1916	Suicide	3000	Christina Davis, w.
685	S. H. Clark	57	479	Feb. 25, 1889	Dec. 13, 1916	Dilatation of heart	1500	Bessie C. Clark, w.

Total number of death claims

82 / 86

Total number of disability claims

4 / 86

Total amount of claims, \$189,750.00

## Financial Statement

CLEVELAND, O., Dec. 1, 1916.

## MORTUARY FUND FOR NOVEMBER

Balance on hand November 1, 1916		\$248,445 77
Received by assessments Nos. 454-458 and back assessments	\$199,068 55	
Received from members carried by the Association	1,579 35	
Refund	425 76	
Interest for November	887 48	
	<b>\$201,911 14</b>	<b>\$201,911 14</b>
Total		<b>\$450,356 91</b>
Paid in claims		<b>197,661 43</b>
Balance on hand November 30		<b>\$252,695 48</b>

## SPECIAL MORTUARY FUND FOR NOVEMBER

Balance on hand November 1		\$674,015 90
Received in November	\$22,797 83	
Premiums from People's National Bank	24 23	
	<b>\$ 22,822 06</b>	<b>\$22,822 06</b>
Balance on hand November 30		<b>\$696,837 96</b>

## EXPENSE FUND FOR NOVEMBER

Balance on hand November 1		\$84,983 94
Received from fees	\$ 234 82	
Received from 2 per cent.	4,559 52	
	<b>\$ 4,794 34</b>	<b>4,794 34</b>
Total		<b>\$ 89,778 28</b>
Expenses for November		<b>2,510 62</b>
Balance on hand November 30		<b>\$87,267 66</b>

## Statement of Membership

## FOR NOVEMBER, 1916

Classified represents	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Oct. 31, 1916	1,521	43,002	122	19,865	6	4,527
Applications and reinstatements received during the month	..	134	..	47	..	21
Totals	1,521	43,136	122	19,902	6	4,548
From which deduct policies terminated by death, accident, or otherwise	5	109	..	49	..	11
Total membership November 30, 1916	1,516	43,027	122	19,853	6	4,537
Grand total						<b>69,061</b>

## WEEKLY INDEMNITY CLAIMS PAID DECEMBER 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
49	146	Roy Graft.....	\$ 60 00	*108	302	Peter M. Brusco, Adv....	\$240 00
50	491	John F. Moore.....	105 71	*109	746	Gowin Wilson, Adv.....	300 00
51	491	T. C. Henry.....	40 00	*110	220	La'nceW. Hornbeck, Adv	100 00
52	471	Chas. A. Collier.....	45 71	*111	627	G. M. Scranton, Adv....	50 00
53	703	W. J. Mayberry.....	30 00	112	37	W. J. Hayes.....	8 57
54	758	G. W. Koontz.....	65 71	113	644	Wm E. Chitty.....	15 71
55	156	P. C. Jordan.....	25 71	114	448	G. T. King.....	42 87
56	227	Dudley F. Darling.....	100 00	115	485	A. J. Fraley.....	17 14
57	115	James E. Sweeney.....	21 43	116	260	George Moore.....	45 00
58	23	J. C. Cox.....	57 14	117	738	Henry J. Powers.....	100 00
59	101	B. B. Marable.....	62 86	118	301	G. C. Cumbie.....	37 14
60	187	G. Elsasser.....	60 00	119	769	T. S. Davis.....	17 14
61	740	John D. Lee.....	90 00	120	93	Dan Johns.....	20 00
62	294	Wm. A. McCormick.....	45 71	121	165	P. E. Knoderer.....	47 14
63	336	I. W. Reber.....	140 00	122	198	John H. Light.....	14 29
64	489	Byron Hill.....	28 57	123	559	D. F. McKenzie.....	25 71
65	786	R. G. Fields.....	71 43	124	840	A. R. Lawrence.....	51 43
66	86	L. A. Wisman.....	14 29	125	392	James Lenahan.....	18 57
67	734	Thos. Hincheliff.....	20 00	126	358	L. E. Jones.....	45 71
68	198	W. B. Eisman.....	42 86	127	232	Oscar Moberg.....	30 00
69	413	Robt. B. Ortt.....	30 00	128	197	Thomas Reece.....	28 57
70	19	J. Branson.....	8 57	129	66	Burt White.....	57 86
71	27	E. A. Biggart.....	34 29	130	392	George McLean.....	28 57
72	834	J. R. Whitworth.....	31 43	131	8	C. A. Blackman.....	111 43
73	609	Alfred L. Nelson.....	31 07	132	19	M. H. Butler.....	197 14
74	344	Wm. Huntsbarger.....	40 00	133	805	Hugh Ross.....	20 00
75	372	E. J. Scheidler.....	14 29	134	422	Jeff Powers.....	62 86
76	807	F. C. Henry.....	22 86	135	427	J. H. Holden.....	77 14
77	507	E. L. Gardner.....	211 43	136	762	Walter Blanchard.....	17 14
78	427	J. S. Hall.....	222 86	137	738	G. C. Moore.....	22 86
79	46	John Yater.....	54 29	138	372	C. E. Wright.....	11 43
80	19	P. J. Kaveney.....	140 00	139	10	T. E. Riordan.....	54 29
81	546	G. A. Taylor.....	19 29	140	8	C. A. Hannaford.....	40 00
82	391	Robt. B. Wright.....	54 29	141	23	P. Brady.....	122 86
83	602	G. W. White.....	17 14	142	182	C. E. Cleveland.....	240 00
84	331	W. A. Steele.....	100 00	143	448	A. C. Weeks.....	60 00
85	507	R. T. Keithly.....	68 58	144	86	C. E. Fox.....	51 43
86	569	Ernest Benjamin.....	14 29	145	761	O. A. Coltrin.....	14 29
87	514	M. A. Miot.....	60 00	146	178	Edw. J. Boling.....	22 86
88	402	J. W. Wallace.....	120 00	147	218	Dan Connell.....	122 86
89	400	Chas. F. Barrett.....	20 00	148	267	W. S. Taylor.....	177 14
90	546	John L. Sefton.....	64 29	149	48	Paul Smith.....	228 57
91	33	Wm. Jos. Fisher.....	47 14	150	177	M. McComas.....	47 16
92	433	C. A. Wilson.....	20 00	151	499	G. S. Stevens.....	25 71
93	585	J. E. Baker.....	14 29	822	585	I. B. Holman, Bal.....	375 00
94	450	R. B. McPherson.....	30 00	*976	666	Geo. W. Counter, Adv....	400 00
95	132	Wm. E. Nisbet.....	37 14	*818	210	J. L. Fickling, Adv.....	150 00
96	600	Owen Murphy.....	25 71	*356	238	E. J. Costello, Adv.....	450 00
97	600	S. S. Swanson.....	21 43	*779	267	Thos. B. C. Knight, Adv	200 00
98	372	E. E. Kruck.....	31 43	*637	568	J. M. Cox, Adv.....	100 00
99	721	David E. Pringle.....	210 00	703	542	Wm. Toomey, Bal.....	69 29
100	213	Geo. R. Dickson.....	42 86	*975	542	M. O. Richards, Adv....	35 71
101	746	J. H. Cootey.....	54 29	704	569	A. R. Billingsley, Bal....	188 57
102	782	A. H. Robinson.....	22 86	*949	66	Chas. A. Robinson, Adv..	65 00
103	603	J. E. Prothero.....	42 86	*203	19	Frank S. Padgett, Adv..	125 00
104	301	C. W. Butt.....	22 86	**492	301	T. F. Dixon, Bal.....	105 71
105	484	George Robinson.....	36 43	977	331	A. L. Terrell, Bal.....	132 87
106	781	B. B. Bryson.....	6 43				
107	609	John E. Harris.....	17 14				
							\$8,664 71 \$8,664 71

Total number of Weekly Indemnity Claims, 103.

\*Number of Advance Payments on Claims, 12.

\*\*Claims reopened, 1.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID DECEMBER 1, 1916.

Claim	Div.	Name	Amt. Paid
183	249	Robt. E. Fitzgerald.....	\$1,050 00
184	66	P. F. Tallent.....	1,000 00
			\$2,050 00
			\$2,050 00
			\$10,714 71

Total number of Indemnity Death and Disability Claims, 2.

Weekly Indemnity Claims paid from December 1, 1906, to November 1, 1916 \$844,064 02

Indemnity Death and Disability Claims paid from April 1, 1907, to Nov. 1,

1916..... 317,197 85

\$1,161,261 87

\$1,171,976 88

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.



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# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

FEBRUARY, 1917

No. 2



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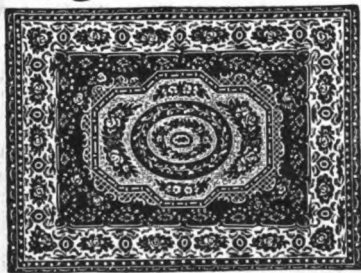
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## All in the Day's Work

BY W. R. ROSE

As a birth month, more particularly an American birth month, February seems peculiarly blest. Not only does it bring us the birthday of the two greatest Americans, Abraham Lincoln, born Feb. 12, 1809, and George Washington, born Feb. 22, 1732, but it adds a long list of natal days whose possessors have been distinguished in many fields of activity.

To enumerate all the February children who achieved distinction would be impossible in a limited space, but it is interesting to note some of the more distinguished.

### FOUR PRESIDENTS

February has given our nation four Presidents: Washington, Lincoln, William Henry Harrison, born Feb. 9, 1773; Millard Fillmore, born Feb. 7, 1800.

The month is rich in distinguished soldiers: William Tecumseh Sherman, born Feb. 8, 1820, whose fame as a military leader is only second to that of Ulysses S. Grant, and whose march to the sea still ranks as one of the greatest and most daring strategic movements in all history; Albert Sidney Johnston, born Feb. 3, 1803, one of the most eminent Confederate leaders, who has been called the Bayard of the South; Winfield Scott Hancock, born Feb. 15, 1824; Zebulon Pike, born Feb. 5, 1779, a soldier and discoverer. He served in the United States Army, rising from ensign to brigadier general. He

was detailed to conduct an exploring expedition through the virtually unknown West, which he did in 1806, in his twenty-seventh year—going as far as the Rocky Mountains and bringing back a mass of valuable information. He served gallantly in the War of 1812, and was killed while in the service.

### FAMOUS INVENTORS

Among the inventors is Thomas A. Edison, born Feb. 11, 1847, one of the most distinguished of modern scientists, inventor and discoverer along electrical lines, a genius whose name has become a household word. Hiram Stevens Maxim, born Feb. 5, 1840, is a noted inventor and engineer. He invented the Maxim gun and many electrical devices. He also invented "cordite," a smokeless powder, and is credited with many improvements in aerial navigation. Hudson Maxim, born Feb. 3, 1853, is an inventor and mechanical engineer. He made the first smokeless powder used in the United States, and is credited with inventing many forms of explosives and war munitions.

Among the educators are Mark Hopkins and Mary Lyon. Mark Hopkins, born Feb. 4, 1802, one of the most distinguished of American college presidents, filled that office at Williams College from 1836 to 1872. He excelled both as a lecturer and author. Mary Lyon, born Feb. 28, 1797, began her life work as a teacher in 1814. In 1837 she organized Mount Holyoke Seminary at South Hadley, Mass., and



was its principal until her death. She is regarded as the pioneer in the field of woman's higher education.

#### LAWYERS AND STATESMEN

The law is represented by Melville W. Fuller, born Feb. 11, 1833, chief justice of the United States Supreme Court; William M. Evarta, lawyer and statesman, born Feb. 6, 1818; Elihu Root, lawyer and statesman, born Feb. 14, 1845.

Another lawyer and statesman, the fascinating and ambitious Aaron Burr, was a February child, born on Feb. 6, 1756.

There are several distinguished divines and clergymen in the list. Cotton Mather, the famous preacher and leader of Puritan days, was born on Feb. 12, 1663. Dwight L. Moody, born Feb. 3, 1837, had an international reputation as an exhorter and evangelist.

A distinguished American philanthropist, Peter Cooper, was born Feb. 12, 1791.

Two eminent American poets were born in February: Henry Wadsworth Longfellow, Feb. 27, 1807, and James Russell Lowell, poet and essayist, Feb. 22, 1819.

That noted pioneer and early settler, Daniel Boone, was born Feb. 11, 1735.

The famous plainsman and showman, W. F. Cody, "Buffalo Bill," was born Feb. 26, 1845.

One distinguished American actor, Joseph Jefferson, was born in February, his birthday being Feb. 19, 1829.

One world-renowned singer, Adelina Patti, who in her day knew no rival, was born Feb. 19, 1843.

Two eminent journalists were born in February. Horace Greeley, Feb. 3, 1811, stands in the highest rank of American newspapermen. As editor of the *New York Tribune* he exerted a personal influence that was strongly instrumental in shaping public policies. No name in the annals of journalism is as familiar to Americans as that of Horace Greeley.

Henry W. Watterson, another distinguished journalist, was born Feb. 16, 1840. He is a brilliant writer and lecturer, and is editor of the *Louisville Courier-Journal*.

#### EMINENT FOREIGNERS

Among the eminent foreigners who first saw the light in the year's shortest month were: Copernicus, one of the world's greatest astronomers, born Feb. 19, 1473; David Garrick, the distinguished English actor, born Feb. 19, 1717; Gioachino Rossini, one of the world's greatest composers, born Feb. 29, 1792; Edward Coke, eminent jurist, lord chief justice of England, born Feb. 1, 1552; Charles Dickens, famous novelist, born Feb. 7, 1812, Felix Mendelssohn-Bartholdy, great composer, born Feb. 3, 1809; Charles Lamb, noted English essayist, born Feb. 10, 1775; Jules Verne, French romancer, born Feb. 8, 1828.

It is doubtful if any other month can show such an unusual array of distinguished sons.

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#### Twin Spirits

BY ESTHER VANDEVEER

He was a genius—a genius of the brush. When at his easel he was completely absorbed. At such time no one could secure his attention. His luncheon was brought in every day and set down beside him; but, although the servant was instructed to call his attention to it, he seldom knew that it was there. Often after he had finished his work for the day he would feel faint for want of food. Then he would arise to get some and frequently knocked over the stool on which his lunch had been placed and broke the dishes.

She was a poetess. She had had a lover; but, finding that she didn't feel those heavenly thrills of which she had written of people in such condition, she had broken off her engagement with him. She had seen the artist's pictures and was sure she loved the man who painted them. She burned to know him and asked every friend she possessed to introduce her. But none of them was acquainted with him.

But her yearning for him would not down. She resolved to visit him in his studio. A friend to whom she had given her confidence advised her to "brush up a bit," leave off her black alpaca and put on silk. But the recommendation did not

impress her. Love was a matter of the soul; it had nothing to do with clothes, whereupon her friend admonished her to wear something pretty, all the same.

She went to his studio, climbed several flights of stairs—she was delicate, and the effort made her heart throb violently—and tapped softly at the door. There was no response. No sound came from within. She tried the doorknob, turning it gently, then pushed the door slightly ajar. He was there. He sat at his easel before a canvas on which were a divine face and figure. The latch slipped back, making a sound. She started, thinking it would betray her. No; he went on painting. What a noble brow! His tumbled hair—it was thin—caressed the crown of his august head.

What should she do? Should she break the spell under which he worked by speaking? No; there was a chair near by. She would go and sit upon it till he came to himself or from himself. So she went softly to the chair, keeping her eyes upon him the while, and sat down.

Alas she sat upon a palette—a palette on which were soft paints of many bright colors!

She sat looking at him, yearning for him. Presently he looked aside from his work and straight at her. Through his eyes looked a great spirit. But they did not see her; they were as those of a somnambulist. He turned his gaze back to his easel.

For another half hour he worked. She would no sooner drag him down from his ideal flight than she pulled down herself when a poem was welling up in her own heart.

Presently she arose to go. She had seen him. Her soul had caressed his. It was enough.

But unfortunately something fell on the floor.

"Where have you been?" he asked. "I've been waiting for you. I must put in the eyes." Then, without waiting, he went on: "A little closer, please. There, face the light."

At the same time he turned and looked into her eyes. He thought she was his model. But she did not know it. She thought that his lofty intellect had stalked

over the gap of a want of acquaintance

Then he began to paint, putting her own dark, poetic eyes into the head on the canvas, turning often to look into those of flesh and blood. In her poetic imagination she fancied that he was taking, spiritually, her eyes from her body and placing them in the head of an angel.

At last the work was finished. He arose, stood a short distance from it, viewed it critically, made a few touches, threw down his brush, put his hand in his pocket, fished out a plug of black tobacco and bit off a quid.

As her romance, pierced to the heart, died within her she gave a little cry. He turned and looked at her through eyes from which the light of Genius Creatrix had gone out and saw her as she was, a lean, homely old maid with handsome eyes.

"Who in thunder are you?" he blurted.

Poor woman! Had the romance remained it would have been quite embarrassing enough, but it had vanished with the appearance of the tobacco. What to say she did not know. There was but one thing for her to do—leave the studio. She slunk toward the door. He followed her with his eyes.

"Stop!" he said suddenly, making a few quick strides toward her. Was he going to break even the fragments of the idol she had raised and how? He seized her skirt—that part of it which hung in rear—and, spreading it out, exclaimed:

"Great Scott!"

"What is it?" she asked, not being able to see behind her.

"You've been sitting on my palette!" he said, surveying the wreck of her dress ruefully. The dress was a confusion of vermilion, prussian blue, chrome yellow, violet and other colors.

Then, telling her to wait, he rushed for turpentine and other articles and in a quarter of an hour had got off the most of the paint. As she passed out he said:

"Thank you for the use of your eyes."

### How He Won Her

BY GRACE WORTHINGTON

There have been stories afloat as to how John Chandler turned the scale in his favor with a girl who had determined

to marry another man. None of them are exactly correct. This one is, and when I have finished it you will know why it is correct.

John was one of those plodding, steady fellows who are often unattractive to girls. He was the only son of his widowed mother, who pinched and scrimped and saved—in short, did everything she could to give her boy an education. He was a plodding scholar and a good one. As a boy he could not do much to help pay his way, and when he was graduated from the high school everybody said what a pity that he could not afford a college education. But there was one person who did not say any such thing, and that was his little old mother. She said John was going to college, and he went.

There are always two sets of young men in college—those who are provided with the means to pay their way and those who have to work for their education. John, of course, belonged to the latter class. He was referred to by one, a wealthy classmate, as “one who blacked the president’s boots.” He boned for scholarships and won them. He rang the college bell and in his senior year tutored. He worked hard both at his studies and at such things as would help to pay his tuition.

But back of all this was that little white-haired old woman, really too old to work, but getting on as best she could without a servant, cooking, sweeping, washing, patching, darning. These five duties were all there was to the old woman’s life except when she took what she had saved to the postoffice and sent a money order to her beloved son.

So much for John and his mother. Now for the girl. She knew John had sterling worth in him, but she was ambitious—ambitious to take social rank in the world, and to do this her only way was to marry a man who possessed the means to “entertain.” Arthur Leighton was the only man she knew who could fill this condition. He was twenty-one years old, an orphan with a fortune, and spent most of his time abroad. He took a fancy to the girl and wanted to marry her. In fact, she had her choice

between John Chandler and Arthur Leighton. If she married John she would probably have a life of drudgery; if she married Arthur it would be a life of ease. Some people said that John would make his mark. But what can one tell about a man’s future from his scholarship?

All this the girl considered. When the period came on in which John was to be graduated Arthur Leighton begged her to be married and go abroad for a wedding trip. It seemed absurd to decline. He was a pleasant, gentlemanly fellow with delightful manners. There was nothing against him, whereas John’s future was a blank. True, he was to be valedictorian of his class, but there is an old saying: “What becomes of the valedictorians? How many rich men wear a Phi Beta Kappa badge?”

She concluded to go and see John graduate. As soon as that was over she would give Arthur his answer. Meanwhile she was gathering a few things such as she would require for a trip abroad.

John expected that his mother would come to the commencement exercises, but a few days before he was to deliver his oration she wrote that she had been keeping from him the fact that she had nothing to wear but a calico dress and an old straw hat that had been made over for the seventh time. She was sure he would be ashamed of her. How could he help it? John sent a peremptory order for her to come. He had reached an age where he was master.

John’s oration was a great success. It was on the political condition of his country and was a masterly presentation of the dangers that beset the republic. Old men who were present looked at one another in astonishment. He finished amid enthusiasm and when handed his diploma descended from the platform, walked deliberately down the aisle to where his mother sat, laid the “sheepskin” in her lap, put his arms around her neck and kissed her.

The girl who was making preparations to go abroad as Arthur Leighton’s wife sat a few seats behind the old woman in a calico dress and tawdry hat and saw the

act of devotion. A sudden revulsion came over her. She determined within an instant that not Arthur Leighton but John Chandler should be her husband. She said nothing to either, but after returning to her home wrote Leighton that she did not love him well enough to marry him.

The step from college honors down to a beginning of life's work is a big one. The former status is in a measure fictitious; the latter is real. John Chandler, instead of making an effort to win a wife, hung back. He did not know that he had won the girl and needed only to speak to get an affirmative answer.

However, in time he knew that he was loved and why he was loved. But three years passed before he got his profession, years that were not unpleasant to the girl, who had always before her the picture of the son with his arms around his old mother. At last John got his second diploma. They were married, and he stepped right into comfortable circumstances.

And why is this story authentic? Because I am the girl.

### Made in Heaven

BY T. BLAIR EATON

The bishop had just landed a bluefish. It was a big fish, and before it was finally hauled into the cockpit of the Sally B. it had displayed undoubted qualities of gameness that had warmed the cockles of the bishop's heart.

Therefore, as Jim Crocker, who always took the bishop out when he fished in Sepennessett bay, flattened down the sheet and headed the little catboat for the ribs once more there was a seraphic smile on the bishop's intellectual face.

He stood with one foot on the seat, paying out his line astern, his eyes taking in delightedly the sparkle and flash of the water and the little white clouds creeping up above the horizon.

Those clouds whispered of a smart breeze later on, and with the wind freshened a bit it would be an ideal day for fish. Anon the bishop turned to survey his latest catch, and each time as he did so he gave a little chuckle of satisfaction.

Suddenly there was a mighty tug at the line; astern was a flash of blue and silver as the fish leaped from the water. The bishop took a firmer hold on the line, and his eyes glowed with excitement.

"Ease her up a bit, Jim," he called to the man at the tiller. "Look at the fellow I've hooked this time. He's the father of them all!"

So engrossed was the bishop with his fish that he did not hear the quick panting of a gasoline engine, nor did he see the power boat tearing toward them, sending up twin waves of white spume at its bow.

Just as the second fish—and it was considerably larger than the first—was hauled aboard the Sally B. the coughing exhaust of the engine ceased and the power boat shot alongside.

There were two men in it—a big, athletic young fellow with clean-cut features who stood beside the wheel in the bow, and a small, dark man, evidently the engineer, perched on the seat by the engine amidships.

"Hello!" the big young man hailed them. "Is this Bishop Carrington's boat?"

"I am Bishop Carrington," said the bishop.

"Good," said the other, with much relief. "Bishop, I wish to goodness you'd have spread the news abroad last night that you were down here. It would have saved me no end of worry. As it is, we've time enough yet. I'm going to ask you to do me a favor, if you will—a very great favor. My name is Devereaux—John Henderson Devereaux. I think you knew my father very well."

"Look here," said the bishop, "are you Billy Devereaux's son?"

"The same," young Devereaux grinned.

"My boy," said the bishop heartily, "come aboard."

"There isn't time," said the younger man. "Bishop, as I say, I am going to ask a favor of you."

"Don't hesitate to do so," said the bishop graciously.

"I want you to come with me in the power boat to Dark Island."

"Well, well, well!" said the bishop, the while a frown wrinkled his brows. "That will be an hour's run in that boat of yours. Another, too, to get back

here, and the fishing this morning is particularly good. Am I very necessary to your plans, whatever they are?"

The young man in the power boat leaned forward eagerly.

"Bishop," said he, "I just watched you land that last fish of yours, and the manner in which you did it told me—pardon my frankness—that you have a bit of sporting blood in your veins. Therefore I think this favor I am going to ask of you you'll grant me. I can get you to Dark Island in this craft in forty-five minutes by driving her, and we can get back home in the same time. I'll promise you won't be away from your fishing over two hours. Will you come?"

"You are Billy Devereaux's son," sighed the bishop. "For that reason I consent. Nothing else, I assure you, would take me from this fishing."

Reluctantly he climbed into the power boat. "I'll be back in two hours, Jim," he called to the boatman. He turned to the young man at the wheel. "Now, then, my fine kidnaper, make all speed for Dark Island, and while we are getting there suppose you tell me what is at the bottom of all this."

"A lady," said Devereaux simply as the boat went tearing across the bay.

"So I surmised," said the bishop dryly. "Do you mind telling me her name?"

"You probably know her," said the other. "It's Margaret Sterling."

"Yes, I know her," said the bishop. "Now a few details, if you please."

"Of course you know her aunt, Mrs. Bradbury?" said the younger man.

"I do," said the bishop, with a certain grim emphasis.

Young Devereaux pointed to a trail of smoke just above the southern horizon.

"You see that smoke?" he asked.

"Well, that's the morning boat to the island. On that boat are Margaret's aunt and Sir William Winterham with all his titles trailing him. He arrived from England yesterday, and Mrs. Bradbury is bringing him up here to the Craggs. The rest is obvious. Mrs. Bradbury's word is law with Margaret, who has lived with her aunt all her life. It's

a splendid match from Mrs. Bradbury's point of view."

He paused.

"Go on," the bishop commanded.

"Well, I have different views on the subject," said Devereaux, with a sudden squaring of his broad shoulders that filled the bishop with secret admiration, "and down in her heart I am sure Margaret has too. When Mrs. Bradbury and Sir William, with all his distinction, land at the steamboat pier, which is just in front of the Craggs, I want Mrs. John Henderson Devereaux to be the first to greet them. That is the favor I want to ask of you. You catch my meaning, I trust?"

"Well, bless me!" said the amazed bishop. He sat silent for a time. Then "Bless me!" he said again. "The impudence of you—the astounding impudence!"

He began to chuckle softly.

"Is this boat going at her best speed?" he asked. "We've got to make Dark Island ahead of that steamer. I say we've got to."

The steamer was whistling off the island when the power boat shot up to the pier by the Craggs, and the bishop and young Devereaux, scrambling out, hurried up the path to the big house among the pines. As they reached the piazza a radiant girl came forward to meet them. Devereaux, breathless, but with shining eyes, wasted no time in greetings.

"Margaret," said he, "this is my father's oldest friend, Bishop Carrington. He is here to marry us—at once, before that steamer docks."

"Oh!" said the girl, flushing beautifully. "Oh!"

For the moment she seemed utterly bewildered. Then she turned to the bishop with a smile of comprehension.

"Are you quite ready, bishop?" she asked with quiet pride, taking her place by the young man's side.

"Dearly beloved brethren, we are gathered together here"—began the bishop in sonorous tones, when the steamboat whistle, sounding close to the pier, interrupted him.

"We had best abbreviate," he said hurriedly. "The boat will be in before we can finish the complete service."

Five minutes later the bishop was congratulating the happy pair before him.

"And now," said he, a bit uneasily, "if you'll lend me your power boat and your engineer, John, I think I'll get back to the bay. The fishing is simply wonderful this morning, and—er—besides, I think it would perhaps be prudent under the circumstances for me to meet Mrs. Bradbury a little latter."

### Per Contra

BY JOHN BERWICK

[Any one can see that this story was written by a horrid old bachelor.]

My chum, Henry Burbank, and I courted the girls we married at the same time and married within a week of each other. As soon as we had returned from our wedding trips we met for a supper and a chat.

"Well, Harry," I said, "is your honeymoon over, or is it going to last forever?"

"I've learned just enough about working in double harness to realize that it requires adroitness to trot smoothly together."

"So have I."

"My wife seems to want to have her own way about every little thing."

"Same here."

"On our wedding trip if I proposed to go fishing she wanted that we should play tennis. If I wished to take an afternoon siesta she insisted on going to ride."

"Well, what are you going to do about it?"

"I don't know—grin and bear it, I suppose. How are you making out?"

"Well, I don't have exactly the same trouble that you have. My wife is different. If we differ about anything she always argues and argues, and I can't stop her. If I say, 'It's not a matter of any importance; let's stop talking about it,' she says, 'I want to say just one more thing,' and she says it."

"A great many times?"

"Yea."

The next summer my wife went to the country, and I, not being able to get away, stayed at home. I dined frequently with Harry and his wife. At

the first dinner I took with them the subject of people keeping pet dogs in the city came up, and I was surprised to hear Harry inveigh against the practice.

"Why, I though you loved dogs in your bachelor days," I remarked.

"Hate 'em."

"Upon my word! Did you bring about this change, Mrs. Burbank?" I asked.

"Oh, no! I like dogs. I like all animals."

At that moment a little Skye terrier ran into the room and jumped up on to Harry's lap. Harry ordered him down harshly.

"I want you to come round, Tom," said Harry, "when my wife's sisters come. They're going to make us a visit. I'm looking forward to their coming with a great deal of pleasure. Lovely girls, both of 'em."

"That must be very nice for you Mrs. Burbank," I remarked.

"Well, I'd like it if we had plenty of room and more servants and all that. Harry's got it into his head that he wants them to come. He thinks it lonely here—no one in the house with him but me. I give in to him in everything, but for once I'm going to have my own way."

I looked at Harry and thought I saw a strange look in his eyes.

"You see how I have my own way," he said, addressing me. "My wife has an aunt—dearest old lady you ever met; poor woman, hasn't any home. I want her to come here and make a home with us."

"Now, Harry, you're giving an entirely wrong impression. Aunt Martha is old and irritable. She needs to run her own establishment. She would not be happy here at all. No home! Why, she has a very comfortable home—a small flat of five rooms."

"And not a soul in 'em," snapped Harry, "except herself. It must be awful lonely."

When coffee was served Mrs. Burbank left us while we smoked. She had no sooner gone than the Skye terrier jumped into his master's lap, and Harry petted him as if he were a spoiled child.

"Why, Harry!" I exclaimed. "I thought you hated the little beast."

"Don't you give me away, old man. If I didn't make believe I hated him he

wouldn't be here. You see, I've learned something since I've been married. I keep a sharp lookout, and if I see anything coming I don't like I just veer right round on to that side, and the harder I blow for it the more determined Doll is that it shan't come off. She has two horrid old maid sisters that she's been thinking of asking to come for a visit. See the way I headed her off?"

"Oh, that's your game, is it?"

"And the old aunt—if she came here there wouldn't be any use having any vinegar on the table. She'd turn milk sour. She'd bring on a divorce between Doll and me within a week. The first thing I knew one day Doll began to talk about her aunt and how lovely she was living by herself and how much company the old cat would be for her when I was downtown and sometimes when I have to go away on business. I jumped right on to the scheme and swore it should be done at once. Doll doesn't like to be hurried into anything, and this and my being for it together have put her right on to the other side. I tell you I'm a jim dandy of a married man. These fellows who are loaded down with their wife's relations don't know how to keep 'em off. They must begin at home. It's like one of those valves that the more you blow their way the more they shut up."

When my wife came home, the first time we had a disagreement I put in practice Harry's principle. But it didn't work. When I jumped on to her side of the question she jumped on to mine.

### His Education

BY JOHN TURNLEE

Tom Ainsworth was for many years a prospector in western gold fields. He missed several chances to make a fortune on account of not being able to analyze the dirt he took out of his holes. He was not even ordinarily educated. On one occasion he took a specimen of ore to a chemist for an assay and was told that there was no gold in it. A few days later a man came along and offered Ainsworth \$100 for his claim. Tom's wife was ill at the time, and his boy, Charley, was without a decent suit of clothes. The offer

was accepted and a deed to the property passed. It turned out that the chemist had found some gold in the specimen he had assayed and had bought the property through another. The mine turned out a bonanza.

This is a specimen of the way Tom Ainsworth got swindled. Nevertheless most of the time he kept his son at school, and when the boy came to be seventeen years old his father determined to send him to college. Charley had not shown much proficiency in his studies, but had manifested a fancy for science. He was fond of hunting and climbing and all out of door sports, besides constantly wondering why some rocks lay flat and others stood up on end. His father thought he saw in this the material for making a mining engineer, and with a son to advise him on his digging operations he might yet strike and hold on to a bonanza.

So Charley went away to college. His father feared that his taste for out-of-door sports would overtop his desire to learn, and during his son's college course kept himself informed as to what Charley was doing. The first news of an honor conferred on his boy was disappointing. Instead of being given for an essay on some chemical subject, it was an appointment as pitcher of the university baseball team.

Charley spent most of his time for two years in college attending to athletics and neglecting his studies. Then, being two years older than when he entered, he grew ashamed of himself. He was a practical chap at bottom and began to look at the subject practically.

His main object was to set himself right with his father. What was the surest way? He decided to leave the academical department of the university and enter a school of mines. To mining engineering he devoted himself as exclusively as he had to athletics and after taking his degree returned to his home, ready for an application of what he had learned.

"I forgive you, Charley," said his father, "for the time wasted in pitchin' balls, considerin' what you done in larnin' about mines."

"You can't tell, father," replied Charley, "what's going to be most useful to a fellow in this world. During those two years I was practicing those curves I was laying the foundation for good health, though I'll admit that it was the scientific reasons for the curves that interested me more than the physical exercise."

"Reckon that was it, Charley. You was always wonderin' why things was so."

Charley Ainsworth began to practice his profession about the time that gold was discovered in a new region, and nothing would do but that the family must pick up, bag and baggage, and seek its fortune in the latest opened territory. Mrs. Ainsworth, who had been with her husband through several experiences in nearby discovered gold fields and knew that the people in them were like a large pack of dogs fighting for a very few bones, was loath to go, but the men of the family overruled her.

Charley, whose muscles seemed to crave exertion, resolved to suspend professional work for others and give himself solely to repaying his father for the education he had given him. So the two went to work with pick and shovel, and Tom Ainsworth found that what he had always believed about the importance of his own assaying was true. Charley could form opinions from the character of the rocks and the soil, the way they lay together and their tilt, which were very valuable. Besides, he could assay any specimens they suspected of being valuable and get the result at once without going to an assayer, who might deceive them. So the old man was happy, even if they did not discover a mine.

Whether from Charley's knowledge of minerals or from sheer luck, a very valuable piece of property was struck by the two men. Charley one day assayed some ore from a new opening, and it turned out very handsomely. Moreover, the vein from which it was taken opened instead of closed as they dug down. They kept their secret; but, as ill luck would have it, the parties digging on the next claim struck a continuation of the same vein, but at its end. Following it toward the Ainsworth property, they found that it opened in that direction, showing that,

though their own property was of little value, that of their neighbors was liable to be a bonanza.

These neighbors were three toughs, named Harding, Murphy and Gunn. They resolved to drive off Tom and Charley Ainsworth, hoping to do so before they should discover the value of their property, for if they knew of the vein they possessed they might fortify themselves; if they did not know it they might be easily frightened into abandoning it. If the three men could not scare the owners they might kill them in a free fight, which would be lawful in that lawless country, though murder was apt to be punished by a vigilance committee.

Meanwhile Tom and his son were working away with a view to finding out as much as possible about the nature of their mine, its paying qualities and its extent, after which Charley was to go back East and get capital for its development. The family lived on the property in a hut they had built.

One evening one of the neighbors, Harding, came to the hut with a dirty piece of paper on which something had been written and handed it to Tom Ainsworth.

"What's this?" asked the latter.

"It's a deed to this property you're on."

"If that's what it is I decline to read it."

Harding folded the paper and put it in his pocket, saying:

"This yere property belongs to me and my pals, and yer wants to understand that we hain't got no use for claim jumpers. We'll give you till tomorrer mornin' at 9 o'clock to git out."

He turned on his heel and went away. Ainsworth knew that the paper he had offered was merely a pretext for an attempt to drive them off the claim. Charley was not at home at the time, but when he came in his father informed him of Harding's visit and what it meant. The two sat down together for a conference. If they had known exactly how their enemies were intending to proceed they would have been able to make preparations intelligently, but being without this information they did nothing.



Tom Ainsworth had spent most of his life where shooting was in vogue without being himself armed, because he was opposed to both arming and shooting, the former leading to the latter. As for Charley, he said he knew nothing about handling a revolver, and any one who did would have such an advantage of him that it would be better for him not to enter any shooting match. Mrs. Ainsworth dreaded bloodshed and was in favor, if their neighbors demanded the property, of giving it up and recovering it by law. This plan did not suit the father or the son, who proposed to hold on to what belonged to them.

The morning brought an end to any suspense they felt. A few minutes after 9 o'clock their neighbors showed signs of an offensive movement. They came out of their cabin and stood talking together, casting occasional glances at the Ainsworth home. They were about 200 yards distant, the intervening ground being covered at intervals by protruding rocks, earth thrown up from digging and an occasional tree. Charley Ainsworth insisted on his mother keeping in the cabin, behind the log walls of which she would be safe from bullets if any were fired. Charley also persuaded his father to remain inside till he was called out, the young man thinking it better that he alone should receive their enemies and determine whether there was to be fighting. These matters being arranged, Charley went outside and, picking up a few round stones off the ground, each about the size of a goose's egg, put them in his pocket.

Charley did not wait long before learning that there was to be fighting. The toughs, thinking to frighten their neighbors, started for the Ainsworth cabin, each flourishing a revolver, Harding leading the way ten paces ahead of the other two. - Charley took one of the stones from his pocket and, taking aim, threw it at Harding and hit him in the stomach, knocking the wind out of him and doubling him up.

The other two men didn't seem to know just what to do. Presently they both advanced to Harding, picked him up and carried him back to the cabin. Char-

ley could see him between his gasps for breath, evidently urging them to go for their enemy and shoot him down. Murphy, cocking his revolver, started on that errand, moving forward to get within range, keeping a tree in line between him and his enemy. The ex-pitcher threw an "outshoot." The stone went circling around the tree and took Murphy on the temple.

Murphy dropped and lay perfectly still.

It was now Gunn's turn to take up the fight, and, profiting by the experience of his pals, he ran forward to a breastwork of earth that had been thrown out of a mine and with his eyes above it was taking aim with his revolver at his opponent when his eyesight was seriously interfered with from the dirt knocked up by a stone that grazed the top of the barrier. He ducked, while Charley kept sending stones, one of which, a drop, took him in the top of the head and, though it did not crack his skull, knocked the life temporarily out of him.

This finished the fight. Harding could by this time stand on his feet, but was shaky. Murphy was still insensible. He died a few days later. Gunn had had a bruise on the skull that had taken all the ambition out of him. Charley called his father and sent him off to the nearest mining camp for assistance. Tom returned with some friends a couple of hours later, but meanwhile no further demonstration had been made by the enemy.

Nor were the Ainsworths ever again interfered with. They are now rich mine owners. Tom says that Charley's education in mining engineering was mighty valuable, "but it warn't nothin' alongside of the way he larned to pitch stones around corners."

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### She Cured His Sprains

BY CLARISSA MACKIE

"Goodby, goodbye!" called Leonard as the three cars rolled down the drive, tossing back a rainbow color of flying veils and waving hands. When they had disappeared he limped up the steps to the veranda and threw himself with a groan of relief into a wide hammock.

"Confound these shoes!" he muttered wrathfully, surveying the trim tan oxfords at the end of the hammock with an evil glance. "Eights he said they were, and when I tried them on they felt just right. By Jove, I believe he tricked me with a pair of sevens! The next time I buy shoes in haste I suppose I'll repent, as I'm doing now. Why in thunder didn't I bring another pair along—wow!" Mr. Leonard had untied the perky brown ribbon bow and painfully withdrawn a gorgeously clad foot from the tight shoe.

A churring whiz on the bluestone drive made him aware of the fact that some one had arrived.

He dived down after the shoes, thrust them behind his back, brought down his toes and tucked them under a hastily snatched cushion.

His back was to the drive, but he heard a low murmur of voices and a man's quick step, then a lighter step and the rustle of skirts.

"Goodby, Laura. Thanks, Phil. You haven't a moment to lose if you're going to catch that train. Yes, it looks deserted, but I'll find some one about. Goodby."

The motor whizzed away, and then the clicking of high-heeled shoes approached the door and the bell rang insistently. Leonard craned his neck to peep, and the hammock creaked betrayal of his presence.

"Oh!" said the girl's voice sweetly. "I wondered if the place was quite deserted. Mrs. Blake expected me, I believe."

Leonard thrust an embarrassed face above the hammock's edge. "Pardon my not getting up—er—but the fact is—er—I'm suffering from a sprain. I'm Mrs. Blake's brother, and I'm sorry to say that the whole push have gone off for the day—a picnic at the beach, I believe—and every servant has either gone along or taken her afternoon off. If you will sit down"—He indicated a comfortable rocker at some distance from his hammock, but the girl ignored it and sank down into a deep wicker seat at the foot of his couch.

"And you had to remain behind because of the sprain?" she asked sympathetically. "What a pity!"

"They left a lunch for me in the dining room, you know," explained Leonard, trying not to stare at the lovely face framed in the soft dark hat. He loved bronze-tinted hair and deep blue eyes shaded with golden brown lashes and creamy skin tinged with pink and a perfect nose and a—

The lips parted in a little smile, showing just the sort of pearly teeth that Leonard admired. "I'm Marion West. Mrs. Blake asked me for the week. I was coming yesterday, but was prevented, so I wired her this morning I would arrive tonight on the 6:30."

"I'm Jack Leonard," said that young man, mentally anathematizing the ill fate that made him appear at such disadvantage when this delightful visitor was to be entertained. "My sister has gone for the day—er—I don't suppose she expected you till 6:30. I might take you out in my car—perhaps we could catch them up. I know the road." He made a tentative movement, remembered his predicament and sank back. His ribs encountered the sharp soles of the shoes, and he uttered a slight groan.

"Oh, dear, you have hurt yourself," cried Miss West compassionately. "Don't stir, please. I shall get along famously until they return. Perhaps I'll knock around the links—my clubs are here."

"I'll caddy for you," volunteered Leonard eagerly, and then again he recollected. "Darn the luck," he muttered under his breath.

"Never mind; it is rather warm for golf. I shall go in the farthest corner and read awhile, Mr. Leonard," she said, stripping off her white gloves and removing the hat from her pretty hair and fluffing it up with ringless fingers. "You are to take a good long nap. I believe you were asleep when we drove up."

"Don't go," pleaded Leonard. "I couldn't sleep a wink, you know." Then slyly and with a strong effort to turn pale he added, "It pains like the dickens, you know, and when I'm talking to you I don't mind it a particle."

"Really?" she asked incredulously.

"When did you sprain it, and how?"

"Yesterday—er—I should say, immediately after my people went out this

morning. Slipped, you know, and twisted it. Funny things, sprains, eh?"

"Very," agreed Miss West demurely. Bringing forth a dainty workbag, she produced a piece of embroidery and busied herself with intricate stitches. "Haven't you done anything to reduce the inflammation—applied a cold compress or anything like that?"

"Nary thing," returned Mr. Leonard cheerfully. "Pained me so I couldn't think what to do, so I went to sleep, lulled by pain, you know. Ever had the toothache?"

"Never."

"Well, this is like a toothache in the ankle," went on Mr. Leonard, elaborating his story with much care and quite reckless of consequences, "if you can imagine such a thing."

"I cannot. Fancy a toothache in one's ankle!" Miss West laughed more heartily than the occasion seemed to warrant, and Leonard, chilled by dark suspicion, wriggled his rascally toes still farther under the protecting cushion until that ruffy protection came very near dropping over the edge of the hammock.

"You seem awfully uncomfortable," volunteered Miss West. "Cannot I do something for you—fetch a drink of water, turn your pillow—anything?"

"Thank you, no. I'm doing famously," said Leonard eagerly. "My back's a bit strained, too. Makes me restless. I'm afraid I'm bad company."

"Indeed no! You are most entertaining," assured the girl sweetly. "And here is relief in sight. Surely this motherly looking creature can be no other than your absent cook!"

"Maggie—ah, yes," murmured Leonard helplessly, craning his neck to observe the approach of the squat form of the O'Brady who once had been his nurse and was now his sister's cook. "She will go immediately to the kitchen," he continued as if by the power of suggestion he could sidetrack the oncoming disaster.

But she didn't go immediately to the kitchen. She paused in the path beyond the veranda and caught Leonard's eye with her own keen blue orb.

"Aha, Master Jack! And is this the way ye go to the city fer attending to im-

portant bizness? Shame on ye for a lazy-bones—a-staying home in the hammock when ye might be courtin' most anny wan of them swate girls at the picnic!"

"Mr. Leonard has met with an accident," explained Miss West, suddenly appearing before Maggie O'Brady's astonished eyes. "He sprained his ankle, and it has not yet been attended. You might bring some ice water and bandages."

With murmured exclamations of distress at her favorite's disaster and a bewildered wonderment at the vision of beauty on the veranda, Mrs. O'Brady pounded around the path to the kitchen.

"Oh, by Jove!" groaned Mr. Leonard helplessly. "I don't need Maggie, you know. My foot feels much better; I shall be able to walk before luncheon. Just head her off, won't you, please?"

Miss West's pretty brows went up in puzzled inquiry. "I should think you would want it attended to, Mr. Leonard. You are suffering, and just a compress of ice water on your ankle will reduce the inflammation. Surely you will let her bandage it for you."

"Never!" cried Mr. Leonard wretchedly.

Miss West laughed merrily—peal after peal of laughter that rippled from her pretty throat so contagiously that Jack Leonard joined in, although he did not understand in the least what it was all about.

The girl bent over her workbag a moment and then turned to him with dancing eyes. "I have here a cure for your indisposition, Mr. Leonard," she said demurely. "While you apply it I shall run and tell Mrs. Maggie you are cured." She held out between her dainty fingers a long embroidery needle threaded with purple silk, the very color of the socks between the pillow.

"Upon—my—word!" gasped Jack, blushing furiously. "You knew all the time, Miss West?" He nodded toward his feet.

"Yes, indeed, from the very first—they show so plainly from beneath the pillow. And the yellow shoes—you have had one under each arm, and you have been so uncomfortable! I've been dying

to tell you, but it was so funny, and you fairly fascinated me with the multiplicity of your—fabrications, shall I say?"

"Lies," said Jack, "plain, everyday lies." And then he told the story of the tight shoes and the inquisitive toes and the brother-in-law, who inconsiderately wore nines. "What would you do if you wanted to get around and take somebody motoring across country?"

"While Maggie is conducting me to my room I advise you to put your offending shoes on Mr. Blake's big boot-trees and let them stretch. Then you can find a pair of tennis shoes somewhere, and, presto, we shall go motoring—if you meant me."

"There is nobody else," said Jack fervently.

"And the sprain—is it better?" laughed Miss West.

"Worse—it is higher up, cardiac region, and very serious," answered Mr. Leonard, placing his hand on his heart.

In the course of time Miss West found a cure for that sprain also.

### Too Much Annabelle

BY CLARISSA MACKIE

Young Gail Irving stirred his coffee and looked across the table at his pretty little wife.

"Married three months, and this is almost the first Sunday we have had to ourselves," he declared. "Nice to be alone, isn't it, dear?"

Violet flushed uncomfortably and avoided her husband's loving glance. "It is lovely to be alone, Gail, but I'm afraid you are going to be very much disappointed"—She paused significantly.

Gail frowned. "Well, who is it this time? Has my Uncle Frederick announced that he will not enjoy his Sunday dinner unless he eats it with us, or has your Aunt Hannah decided to shed the light of her presence on us for another fortnight?"

"Neither one, Gail. Don't be so unkind. I can hardly tell you, for, although you have never met her, you have taken such a dislike to her very name."

"Not Annabelle!" ejaculated Gail.

Violet nodded defiantly. "I don't think

you ought to speak of my cousin in that manner. I am sorry if I have ever said anything about her that you could misunderstand, for really Annabelle Drage is a very sweet girl and so clever! Why, Gail, I am such a stupid little thing I am sure you will be ashamed of me when compared to such a brilliant person as Annabelle."

Mr. Irving nodded. "Very likely," he said ironically. "When is she coming?"

"She says," opening the sheets and rustling them nervously, "that it will be more convenient for her to arrive on the 1:10 train and—er—that as it is your day at home she assumes that you will meet her."

"I'll be there," said Mr. Irving with a grim smile.

"I thought I would give her the large front room," said Mrs. Irving. "Annabelle is so fond of colonial furniture, and the little white bedroom is too tiny. It will not hold half the books she will bring, I dare say."

"How long will she stay?" put in her husband feebly.

"I don't know—a month, perhaps. Now, Gail, please don't look so horrified. I am sure you will enjoy Annabelle, and when she leaves you will miss her as much as I shall. You are so much more clever than I am that I know you will find my cousin congenial. I shall stay in the kitchen with Nora and cook the most fascinating things while you and Annabelle read Shakespeare and Tennyson and talk learnedly about all those things. Won't that be perfectly lovely?" Violet beamed at him over white hands clasped under her rounded chin.

"Great! Fine! Only, you see, darling, I don't care for Shakespeare, and I've never remembered a line of Tennyson except that one, 'In the spring a young man's fancy lightly turns to thoughts of love.' I read that when I first met you, and, of course"—The remainder of this conversation had no reference to the coming of Annabelle Drage.

At 1 o'clock Mr. Irving walked slowly—nay, reluctantly—to the little suburban railway station to meet the unwelcome guest. He had heard so much about his wife's Chicago cousin that he was quite prepared to believe that her coming to his

little home would revolutionize his new happiness.

"Anything but a highbrow!" he lamented. "I can stand any sort of girl except the one that sets up to be a—a—who is it?—ah, yes, a Portia. By Jove, her mere proximity is influencing me! I'm talking about one of Shakespeare's women," he smiled bitterly as he paced the station platform.

"Looks like a storm," remarked the agent pleasantly.

"We're going to have very bad weather," commented Irving gloomily—"rain, hail, snow, outlook very gloomy. I think it's going to be a hard winter."

The roar of the approaching train drowned any response the agent might have cared to make. Gail Irving went to the coach from which a solitary woman was descending; was conscious that an avalanche of trunks and bags were being hurled from the baggage car behind him and as the train creaked into motion again found himself staring at a rather good-looking young woman, carelessly attired, who gazed back at him with frank inquiry in her bright dark eyes.

"Violet's husband, I am sure," she said cordially, holding out a gloved hand.

"Yes, I'm Violet's husband," repeated Gail with parrotlike precision. "That's my only mark of identity," he added coolly. "I am pleased to welcome Mrs. Irving's cousin. Hope you had a pleasant journey. I'll take your trunk check and have it sent up to the house."

"Here they are," and Miss Drage thrust a sheaf of checks toward him, "seven in all."

"Seven!" echoed Gail helplessly, staring toward the platform where the avalanche of trunks had become a mountain. "Ah, of course. I'll have them sent to the house. You don't mind walking the distance; it's only a quarter of a mile."

"I should prefer to walk if it were ten miles," said Annabelle easily. "Hurry up, please; it's cold on this platform."

"I beg your pardon," uttered Gail hopelessly as he turned away.

During the short walk to the low-roofed cozy home the Irvings had built Miss Drage uttered not a word. Gail did

not break into the reverie that seemed to envelop her. She walked with a free, mannish stride that was very obnoxious to Violet's husband. He liked little, soft, feminine women with bronze brown hair and dark blue eyes. Annabelle Drage was tall and thin, with an almost too erect carriage.

Violet welcomed her with nervous pleasure, while Gail escaped to the little room they had dignified by the name of library and which was his own especial retreat. During the invasion of relatives it was the only haven of refuge for both of the young home-makers.

Now Gail tossed his outer garments and looked at the cozy little fire his wife had kindled on the hearth. "Bless her sweet heart!" he murmured, somewhat mollified. "If it's any pleasure to her to have that walking owl here I'll try to be decent to her."

At the noon dinner Violet presided, rosily beautiful, timidly diffident in the presence of the guest. Miss Drage greeted her host with an abstracted smile.

Before the end of the meal he was discussing the Persian poets with such fluency that his little wife was filled to bursting with pride.

That was the beginning of Violet's unhappiness, for every night after dinner found Annabelle accompanying Gail to the library, where they discussed art and literature and the sciences until poor little Violet, sitting mutely by with her embroidery frame, grew vaguely jealous of the cousin who was monopolizing her husband's attention. The whole order of the little home was changed to accord with the leisurely habits of Miss Drage, who regarded her cousin with tolerant contempt. Once or twice she had openly laughed at Violet's confessed ignorance of some well-known fact. Gail had winced, but what had almost broken the heart of his bride was the fact that he made no effort to take her part. True it was that his smile was coldly polite, but he had smiled—and she was his wife.

Violet was wretchedly trying to make up her mind to run away and thus rid her husband of such a stupid little helpmate. Every day she told herself that if Gail had met Annabelle first he would have

married the brilliant college girl instead of her cousin. If she went away perhaps Gail could get a divorce.

One morning after Gail had caught his train for town Violet and her cousin were lingering over the late breakfast necessitated by Miss Drage's luxurious habits. Violet had passed a sleepless night and looked miserable. Gail had kissed her carelessly in farewell, and she had scarcely had a word with him since the previous morning. Annabelle had played to him all the evening—played the pieces that Violet usually played—while he accompanied her with the violin. The cousins ate the meal in silence.

Nora entered with a telegram for Miss Drage. Annabelle tore it open and read it with a frown gathering on her dark forehead.

"I am called home at once. I must pack my things, and you may send them after me," she said abruptly, rising from the table.

A half hour later she had left the house, and her room was a chaos of packed and corded trunks and bags. Violet danced delightedly through the hall and suddenly paused with a scared smile on her face.

What if Annabelle had gone to join Gail! Suppose the telegram had been from him! She flew up the stairs into Annabelle's room and searched the waste paper basket feverishly.

A handful of yellow scraps was her reward, and she carried them down to the library and spent an hour in piecing them together. When she had pasted the torn message into its original form she sat and stared at the words, a growing horror in her eyes:

Miss Annabelle Drage, Suburbanville,  
N. Y.:

If you have never had smallpox leave the house at once. Am coming down.

GAIL IRVING.

Her husband coming down with smallpox and she would not have known save for this telegram to her cousin! Violet's face dropped on her arms, but was lifted eagerly as her husband's step sounded in the hall, and instantly he was in the room and her head was on his shoulder.

"Oh, you poor, poor thing!" she cried. "You must go to bed at once, Gail, and

I will send for Dr. Blake. No one shall nurse you but me, and—why, what are you laughing at?"

"My dearest," said Gail solemnly, "I knew nothing save the smallpox would scare a selfish person like your cousin Annabelle, and yet I didn't say I had it, you know—just reread the message. Well, I've come down—after you! Pack your trunk and let us run down to Atlantic City for a few days and recover from Annabelle's visitation."

"I was sure you were attracted by her cleverness," lamented Violet, "and I believed you were ashamed of me because I am so simple and domestic and"—

"That's why I married you," remarked Gail loftily. "I admire that sort of women. Had enough of Annabelle, or shall we send for her to come back?"

"Oh, I forgot—I must telephone for the man to come after her trunks!" said Violet, and so Gail had his answer.

### Mrs. Pedrie's Secret

BY CLARISSA MACKIE

"Of course women can't help being inquisitive," said Mr. Pedrie loftily. "I always make allowances, Phoebe, for woman's greatest failing."

"And what is man's greatest failing, or has he so many it's hard to select the largest?" demanded Mrs. Pedrie, with spirit. "Talk about curiosity! Why, Phineas Pedrie, I've seen just as many curious men as you have women—so there!"

"Pshaw, Phoebe! You cannot name one case where a man has displayed more than ordinary interest in affairs which were not his own." And Mr. Pedrie folded his newspaper and challenged his wife with raised brows.

Apparently Mrs. Pedrie could not give the desired illustration, for she retired behind the pages of a book with an expression of displeasure on her pretty countenance. Mr. Pedrie napped in his Turkish rocker more or less musically, and after awhile his wife fell to watching him closely. All at once a bright smile chased away the displeasure from her face, and she softly arose and left the room.

At the end of an hour Mr. Pedrie

stretched himself luxuriously, yawned sleepily, and, seeing his wife reading on the opposite side of the table, he sank into somnolence once more. The striking of the hall clock awoke him to a realization that it was midnight and he was alone. Phoebe had evidently gone to bed, as was often her custom, and left him to come to bed when he was quite ready.

He felt singularly wide awake. The house was very quiet, and save for the occasional rumble of a distant electric car the street was still. It was just the time for another dip into that scientific magazine while he smoked a cigar. He reached for his cigar case and looked for the magazine. His glance fell upon a handsome box which stood on the table near Phoebe's chair. He had never seen the box before, and his interest was aroused. He went around the table and examined it. It was made of polished rosewood, with corners and hinges of old brass. It was tightly locked, and there was no key. He lifted the box and found it heavy.

He stood looking down at it with a baffled expression on his good-natured countenance. He wondered why Phoebe should have left the box there, and at this instant there was a rustling on the stairs, and Phoebe came rushing in, garbed in dressing gown and slippers and with her heavy braids swinging to and fro. She seemed to take in the situation at a glance—the proximity of her husband to the rosewood box—for with a little frightened gasp she darted forward, took the box from his hands and left the room without so much as a word of explanation.

Phineas Pedrie stood rooted to the spot with consternation. Was Phoebe insane, or was she walking in her sleep? What was there about the rosewood box that he, her husband, might not see? What?

Mr. Pedrie stalked slowly up the stairs to find Phoebe sleeping sweetly and the rosewood box nowhere in sight.

"What has she done with it?" he muttered anxiously as he stepped softly to and fro so as not to waken her.

Fifteen minutes later Mr. Pedrie was still searching for the rosewood box. He had explored all the closets in the house and the spare room and was creaking

downstairs in the belief that his wife had concealed the box in the hall before she ascended to her room, when her voice smote on his ear.

"Phineas, where are you?" she called sleepily.

"I'm coming, dear," he assured her, making his voice as small as possible, as if it might come from the library, where she had left him.

"It must be midnight, Phin. Are you never coming? This light keeps me awake."

"I'll put it out, Phoebe," and Mr. Pedrie creaked up the stairs again and snapped off the bulb. "I've lost my match case, and I'm looking for it. I'll just take a run downstairs once more," he explained as he left the room.

Carefully, painstakingly, Mr. Pedrie searched the lower floor of the house for the rosewood box which his wife had so artfully concealed from him. What did it contain? Did his wife possess a secret which he did not share?

Once more Mr. Pedrie mounted the stairs, this time in a spirit of just indignation. Before he slept that morning he would wrest this secret from his unhappy wife. He stalked into the bedroom without any attempt at quietness.

"Oh, Phin," complained Phoebe, "do stop squeaking around and go to bed! You've waked me up three or four times with your prowlings, and you know I want to get up early so as to go into town on your train."

"Going to town, are you?" asked Phineas suspiciously.

"Of course I am! You know I want to do some shopping."

Phineas was undressing sulkily before his own chiffonier, and he saw in the mirror the reflection of Phoebe's face. She was either crying or laughing, and he decided that she was crying.

"I haven't said you couldn't go, have I?" he asked.

"Oh, no—that wouldn't make any difference," choked Phoebe.

"Wouldn't make any difference!" exploded Phineas, whirling around. "Why wouldn't it make any difference, I'd like to know, madam? Am I master in my own house?"

"You can answer that question best, dear," said Phœbe meekly, mopping her eyes with the sheet.

"Well, then, I am master in my own house," declared Phineas Pedrie grandly. "When I say you shall go to New York I don't go back on my word even though I strongly disapprove of your going."

"Why?"

"Because—er—because," stated Phineas sharply.

"Phineas!" said Mrs. Pedrie in a strangled voice.

"Well?"

"That's a woman's reason, you know."

"What's a woman's reason? Oh, I see! My dear, don't try to be funny after midnight. One doesn't feel much in the mood for that sort of thing." Mr. Pedrie wrenched his collar off and flung it across the room. He sent his vest after the collar and then realized that the icy feeling down his spine was caused by the slipping of a collar button down his neck. He swore softly and lowered his head in the vain hope that the offending collar button would slide out again.

It did not, but his position was the means of his discovering the rosewood box.

He caught a glimpse of its polished surface and brass ornaments under his chiffonier. He was sure he had searched there before, but apparently he had failed to locate it. He pulled it out and tucked it under his arm, throwing his bathrobe over it to conceal it.

"Where are you going now, Phin?" asked Phœbe curiously.

Mr. Pedrie paused on the threshold and looked with a superior smile at his wife. "I'm going downstairs to the library," he said.

He went downstairs again with the rosewood box tucked under his arm. He did not stop in the library. Instead he went to the kitchen, where he found the tool chest and extracted a hammer and chisel and a bunch of old keys of all shapes and sizes.

In the glare of the electrics he studied the rosewood box. There was the key-hole, but no key. He tried all the spare keys, and not one fitted the lock. The hinges were beautifully set in the box,

and he was loath to wrench them off, yet the box must be opened. He must discover what secret his wife was keeping from him.

He inserted the chisel under the lid and pried gently. The lock strained, but held. He bore down harder, and at last, with a splinter of wood around the inside of the lock, the cover flew up and knocked his eyeglasses spinning across the room, where they were shattered against the range.

"And bang goes \$15!" ejaculated Mr. Pedrie, staring hopelessly at the glittering fragments of his eyeglasses.

"What is the matter, Phineas?" asked his wife from the doorway, and then as her gaze fell on the open box in his hand she added: "What are you doing with my box, Phin? Are you out of your mind?"

Mr. Pedrie glared savagely at her. "Woman," he said accusingly, "you have a secret from me. I must know the worst, Phœbe Pedrie. Wait! Do not speak! You know I will be quite just with you."

He held the box to the light and fumbled in it. He brought up a tangled mass of white thread, a measure of lace and an ivory bobbin. "What is this?" he stammered.

"My tatting," choked Mrs. Pedrie.

"And this?" Mr. Pedrie covered his chagrin by fishing up the one other article in the box—a bundle of letters tied about with a blue ribbon. "Aha!"

"Your love letters to me, dear," said his wife sweetly. And on examination so they proved to be.

Mr. Pedrie sat and stared speechlessly from the empty box to his shattered glasses, thence to the tatting and the harmless babble of his own love letters. He did not look at his wife.

"Phineas," she said after awhile, "do you still maintain that man is not possessed of his full share of curiosity?"

Mr. Pedrie looked sheepishly at her, threw up his hands and dived into his trousers pocket for his wallet. This he tossed across the kitchen table to his wife.

"Help yourself, Phœbe," he said with a feeble smile. "It's on me!"



## A Betrothal

BY F. A. MITCHEL

In mediæval times on the coast of Denmark, overlooking the North sea, was a village the people of which made their living by fishing.

Martin Aarhus, who followed in the footsteps of his father in getting a living by his nets, wooed and won Maria Stahr, who was conceded to be the prettiest girl in the village. Maria had pale blue eyes and a wealth of very light hair. As to her complexion, it was like milk tinged with rose leaves.

Unfortunately for the lovers, Maria's father was opposed to the match. He was a covetous man and wished to save his daughter's dowry. She was so beautiful that he believed some man having a fair supply of this world's goods would be glad to marry her without the customary settlement on her. He found her with far more resolution than would be expected from beneath those mild eyes of hers. Martin, too, vowed that he would have the girl if he had to run away with her. The old man grew more and more angry, and at last, when quarrelling with Martin on the subject, said, in a fit of passion:

"Before you shall possess my daughter I will give her to the devil."

Considering that the words were spoken in anger, nothing was thought of them. In spite of the old man's opposition, the lovers clung to each other and at last summoned their friends to witness their betrothal. Since the gathering could not take place at Maria's home on account of her father's opposition, the guests were invited to meet at the house of Martin's parents.

While the festivities attending the betrothal were in progress old Stahr was at home grinding his teeth, though his wife was present at the betrothal.

When early in the evening the guests, recognizing that the occasion was one of sorrow rather than enjoyment, were thinking of returning to their homes there came a rap at the door, and on its being opened a tall, thin man in red doublet and hose, black breeches and a black velvet cap on his head, ornamented

with a single red feather, stood in the opening.

"Good people," he said, "I am a traveler from the south on my way to Copenhagen. Not being used to your climate, I am benumbed with cold. I beg shelter of you and something to eat."

No one in those days would think of turning away a traveler who asked to be taken in, and the stranger was made welcome. Some of the viands that had been prepared for the betrothal, with a flagon of wine, were set before him, and he ate and drank heartily. After he had finished and wiped his lips with a napkin, giving his mustache a slight upturn, he seemed to be much refreshed.

"How can I repay you," he asked, "for your hospitality? I am aware that no one, except one entertained at an inn, would offer money. I see that you are gathered to make merry. May I not do something to enliven you?"

"We need some one," said Martin, "to put spirit into us. We are met to celebrate a betrothal. I am to marry this maiden," pointing to Maria, "but you would suppose from her lugubrious appearance that I was going to do her harm."

A shock passed through the assemblage at this harsh remark of Martin's concerning his betrothed, so unlike him, for throughout all old Stahr's opposition Martin had been singularly tender with his beloved. As for Maria, she cast an indignant glance at him and, advancing to the stranger, put her hand on his arm and, leading him from one to another of her guests, introduced him. Martin watched them with flashing eyes, and it was apparent that a turmoil had been stirred within him.

It was evident that there was something in the coming of this stranger that made a great change in the spirit of the assemblage and especially in the pair whose betrothal they had come together to celebrate. In a twinkling he seemed to have irritated Martin and insinuated himself into Maria's good graces. Presently it began to appear that he had enthralled her. The sad look she had worn before was now changed to merriment. She chatted briskly with her companion

and laughed gleefully at everything he said. When walking with him and passing Martin she either did not deign to look at him or regarded him with hate.

Maria's mother saw all this, as did every one else, and was desirous of doing something to break it up. She accosted the stranger thus:

"Good sir, do you not play on any musical instrument or sing?"

"I will sing for you with pleasure. Have you a harp?"

The woman brought one of those rude cases on which catgut was stretched and from which have been developed our modern stringed instruments. He struck a chord, and in an instant silence fell on the assembly. There was something weird in it that no one present had ever heard before. Then he began to sing. Every person within sound of his voice was thrilled with a strange sensation. He began low and soft, as if singing a lullaby to a child, gradually rising till his song had all the wildness of a storm wind passing through the rigging of a ship. Then, after a succession of demoniac notes, his voice fell into a basso profundo, giving an impression that infernal fires were rumbling in the bowels of the earth.

Meanwhile Maria had kept her eyes fixed on him, spellbound. Martin, who was watching her, now and again half drew a short dirk he carried in his belt, as if about to plunge it in the stranger's heart. But every time he did so something in the song unnerved him, and he let the knife slide back into its scabbard.

When the song ceased Maria's mother made another attempt to change the conditions. She asked the stranger if he would not play for the company to dance. Immediately he struck a chord that shot a current of exhilaration through every one present. He struck another, and all began to sway. A third drew men and women together in couples. Then began the merriest music that had ever been heard in that quiet village.

First the younger persons present went spinning over the floor, then those who were older, till all were whirling. Children, youths, married persons and white-haired old men and women were dancing

merrily, while shouts of laughter accompanied the spirited music to which they moved. The longer they danced the wilder grew their antics. Most of them wore wooden shoes, and the clatter was deafening. Now and again when a dancer kicked high his shoe would fly off and go sailing across the room. But no one paid any attention to the missiles, though they were in danger of receiving serious injury.

Persons who had not been invited to the betrothal, hearing the noise, came to the windows and looked in. So catching was the music and the dancing that before long couples were moving on the sidewalk in a wild whirl. As the dance went on these were joined by others till it seemed as if the whole town were bent on beating the pavements with their wooden shoes in crazy capers.

The man who made this mad music, seeing Maria dance past him without a partner, dropped his instrument and put an arm about her, and the two went whirling like the rest. The legend goes that the music went on without the musician, though some versions have it that by this time the people were so crazed that music was not needed to keep them in their mad dance. In vain old Aarhus and his wife endeavored to call a halt within, and the mayor of the town tried to stop the dancing without. It was all the mayor and old Aarhus and his wife could do to refrain from dancing themselves.

Finally there was a clap of thunder, and a sudden silence fell on all the village. Persons stood looking at one another, wondering why they had been dancing now that they had no desire to dance. In the house where the betrothal was celebrated all the candles went out. They were at once relighted, and everybody began to look for everybody else. Martin was there, pale and haggard. He had been dancing more wildly than any one else and showed the effect more than others. Then cries arose:

"Where's the stranger who bewitched us?"

"Where's Maria?"

A search revealed neither of them. A girl said when the clap of thunder came

she had seen the stranger and Maria whirl up in the the air and disappear above the housetops. One gave one story; another gave another. Martin seemed paralyzed. He was thinking what old Stahr had said on one occasion, "Before you shall possess my daughter I will give her to the devil."

For a long while the legend was that Maria was never seen again on earth. Then after men's minds had been broadened it ran that when the clap came the stranger was about to spirit Maria away, but met the village priest, who was coming with a view to quieting the tumult, and the stranger, catching sight of the cross suspended to the father's rosary, slunk away and disappeared. This version adds that Maria was found at her father's house, and the old man, horrified that he had so nearly given his daughter to Satan, relented, gave his consent to the match, and Martin and Maria were married. But when they went to the church for the ceremony Maria carried a cross with her, fearing the devil might be on the watch for her and spirit her away.

### His Affinity

BY WILLIAM CHANDLER

"Jim," said my friend Mrs. Mowbry, "why don't you get married?"

"Nonsense, Helen! You know as well as I that we men don't marry the women; they marry us."

"But," Helen persisted, "if no woman chooses to take the trouble to bring you down and you don't care to remain single, deprived of wife, children and the comforts of a home, it seems to me that you had better bestir yourself."

Helen was a matchmaker. I knew she had some scheme on hand and waited for her to declare it.

"I can make it easy for you," she continued. "I know a girl who, like you, has put off matrimony too long and has begun to realize that she is drifting toward a lonely old spinsterhood. I have offered to help her out. I have invited her to spend July and August with me at Fernwood. I shall have other guests during the summer, both men and women.

I shall tell her that I have a man in view for her. How would you like to be that man?"

"Helen," I exclaimed admiringly, "you are the queen of matchmakers! Had you told me you had a girl for me and introduced me to her, she and I, knowing of your plan, would doubtless have spurned each other. Your proposal is delightful. I enter into it with all my heart. But why do you assume that there will be a natural selection between us?"

"I don't. I simply assume that you are persons of opposite sex who seek a mate. The mate being at hand, perhaps you will recognize it if you are left to yourselves to do so."

I spent a number of week-ends at Helen's country seat, besides two weeks in August.

I fancied she had got up the scheme to make a match between me and some dear friend of hers, and I believed that I might find out the young lady by the fact that she was some one Helen adored. But I knew that Helen would conceal this adoration from me.

I settled upon a Miss Jewett, one of her guests during the summer whom I had heard her speak of quite often before as the lady between whom and me there was to be a natural selection. Miss Jewett was evidently a young woman not especially of beauty or endowed with such lightweight frivolities as are usually attractive to men. In other words there was a lot to her, though I admit the words are a very poor description. I met her at a week-end visit early in the summer and, having settled upon her as the lady intended for me, showed her considerable attention. To tell the truth, she interested me in conversation and I preferred her company.

I met her at Helen's again in July and was counting on further pleasant moments with her, but this time she was principally taken up with a Mr. Judkins, whom she seemed never to tire of. If I were talking with her and Judkins came up she would dismiss me with a nod, accompanied by a smile, and I was thus commanded to give place to him. After three days at Fernwood I went back to town disgruntled.

During the longer period I spent at Fernwood Miss Jewett was again a visitor there. She seemed delighted to meet me again, and we were getting on nicely when that fellow Judkins reappeared, and again my association with Miss Jewett was broken up.

"I suppose," I grumbled to my hostess, "that you've got another couple besides me and my unknown to bring together—Miss Jewett and that cad Judkins. What she can see in him!"—

Helen smiled and turned away without listening to the rest of it, and I went off to hunt up some of the other spinsters, none of whom interested me in the least. Judkins went away Sunday afternoon, and I spent Sunday evening in a tete-a-tete with "his selection," which was what I considered her. She had the tact to ignore him now that he was gone, and I had never known her to be so entertaining.

Not long after this I told Helen that her selection plan for me must have gone awry, since I had evidently run across Judkins' affinity. But she turned the subject, giving me no satisfaction.

The summer passed without any selection between me and a girl, so far as I could see, but during the winter I saw a great deal of Miss Jewett. I ceased to be interfered with by Judkins and—well, to make a long story short, I made a match with Miss Jewett. Tom Mowbry and his wife were at the wedding, and after the ceremony Tom handed his wife a valuable pearl necklace. I asked how he came to give it to her on that especial occasion.

"She won it on a bet. Last winter she bet me that within a year she would make a match between you and the wife you have just married."

I turned to Helen: "You played me false. My affinity was in your secret."

"Of course she was. Didn't you say, 'We men don't marry the women; they marry us?'"

"Thank you very much, Helen," said my wife, "for helping me out. I am sure we shall be very happy."

"How about Judkins?" I asked in wonderment.

"Stool pigeon!" shouted Tom.

"Great Scott!" I exclaimed. "Is there no honor among women?"

"Yes," said Helen, "the same honor there is among thieves."

### One Word

Almost every seat in the street car was taken. Men sat with their noses glued to the newspaper. Women looked boredly out of the window at the cold rain dripping down into the muddy street.

The morning was dull. The car moved irritatingly slow. Drabness and grayness everywhere. Everybody looked to be in an excellent state of preparedness to bite everybody else upon the least provocation.

The car stopped at a corner. A man clambered on with difficulty. He was partly drunk. He had hard work unbuttoning his overcoat and fetching a nickel from his trousers pocket.

The conductor snapped at him to hurry up. The man retorted angrily. They had some unpleasant words, not all of them printable.

The man lurched forward to go through the door. He was negotiating his entrance into the car with some pains when some one said one word to him.

It was a little boy, about six years of age. He was nicely bundled up in an overcoat and wore a red tam-o-shanter cap. His little plump legs were sturdily planted apart as he stood in the center of the aisle. His face was shining, his eyes sparkled, his ruddy cheeks like ripe red apples. He looked up at the man and said, "Hello!"

But what he put into that one word! How much good fellowship, and suppressed fun, and rollicking play, and comradeship, and clear, beautiful, human feeling.

The man stopped, looked down at the small mite before him, and quickly a change passed over his features. The brute fled, a spirit came. His ugliness dropped from him as a garment. His eyes softened. He smiled. He leaned back against the door jamb and said, and his voice was full of the tenderest fatherhood:

"Hello yourself, you God-blessed, beautiful angel child!"

The child laughed. The conductor laughed. Men looked up and smiled. Every woman awoke to vivid interest and wanted to hug the child.

The car started. The man found a seat. The little boy went back and stood by his mother.

The car rolled on. But its load of humanity was transformed. Something divine had swept every soul in it clean of its doldrums. Little songs started up in hearts, like crocuses pierce the snow in early spring. Gentle thoughts hovered about that company as swallows fly about the eaves at sunset.

Everybody had been converted and became as a little child and saw the Kingdom.

All day long that one word echoed in a thousand avenues, and sounded on and on like a silver bell, and even its most distant waves brought peace on earth and good will to men. — *Cleveland Leader*.

### Treasures

"Laid up treasures!" That ain't my plan.  
Don't believe 'much in buyin' a seat,  
Wur enny one hungry, dog or man,  
I gin 'im a bite 'o my slice to eat.

Golden streets don't figure with me,  
Wimmen with wings never fly this way,  
But I kin keep bizzy ez any bee  
Givin' sumbody a lift each day. — *Ali Baba*.

### Hexagons

Snow crystals obey an immutable law of six. They are six-sided jewels or six-pointed stars. They never answer to the law of four or five. Snow is crystallized water, and water always crystallizes in six-sided forms. Why? No one knows; no one ever will know. There is no more apparent reason for the sixness of crystallized water than there is for the monoclinic prisms of sugar crystals. Water and sugar and the complex minerals which make the granite rocks all follow laws which are utterly unchangeable, but which are, as far as we can see, without any special reason. It is as profitable to speculate why the chlorophyll of vegetation is green and why the blood of animals is red.

The whiteness of snow is understandable. It is due to the fusion of prismatic colors scintillating from the countless surfaces

of minute crystals. Human science comprehends this. It also comprehends the fact that snow is a poor conductor of heat and thus prevents terrestrial radiation and keeps the earth and the things in the earth snug and warm under the white blanket which is softer and finer than lamb's wool or eiderdown. Science knows why snow is white and why it is beneficent. But it cannot explain the law of six.

It is well that snow cannot be altogether explained. It is one of earth's most beautiful mysteries. It would lose something in beauty were it to lose all its mystery.

No one should accept the snow too much as a matter of course. A pocket magnifier will disclose gems of wonderful brilliance to whomsoever will look. When the next lazy snowfall comes, when the flakes are not hardened and beaten by the tempest, study the designs of infinite variety that are built by the master craftsmanship of nature on the rigid plan of six. It will give the snow a new and finer meaning. — *Plain Dealer*.

### Nineteen-Sixteen

Individuals and corporations find the New Year a convenient season for casting balances. Nations may well follow the example. What has Nineteen-sixteen brought to the United States?

Peaceful, prosperous and respected, the American republic has ample cause for thankfulness. It has kept out of the maelstrom of war for another twelve months. It has enjoyed a period of almost unexampled industrial and commercial activity which as yet shows no indication of receding. It has emerged from a grueling political campaign with its temper unimpaired.

Yet a nation should not dwell alone or chiefly upon what it has or has not accomplished. It is important to understand what it may reasonably hope to be and do. Unless the twelve months have brought to America greater capacity for wise leadership and a greater willingness to be helpful in the affairs of the world, there is cause for regret.

The year closes with the nations of the earth discussing the faint hope that an end may soon come to the terrible

slaughter of the war in Europe. There is a larger hope of early peace now than at any time since the beginning of the conflict. And all this discussion centers about the recent suggestion of one man, an American, the most influential individual in the world, the President of the United States.

Whether peace comes or war continues for many months, President Wilson has for the moment turned the thoughts of millions to the channels of peace. That is an achievement—an American achievement testifying to the esteem in which this most powerful of neutral nations is held around the world.

America's course in Mexico during this year of multiplying exasperations, whatever be its final effectiveness as to Mexico itself, has been a powerful influence tending to encourage friendliness among the republics of the three Americas. South and Central America appreciate better than ever before the sincerity of our own protestations that we covet no foot of their territory or one iota of their sovereignty.

Whatever the near future may have in store for the United States, at home or in its international relations, the present year has furnished opportunity for measurable preparation which the nation has been prompt to accept. For the first time in our history there is something approaching a general public appreciation of the meaning of national defense and a general understanding that unless we abandon our traditional indifference to questions of naval and military preparedness we invite the ignominious fate of the spineless.

These are some of the year's results more important than expanding bank balances, more significant in the long run than increased exports. Increasingly during these twelve months the world has come to look to the United States for leadership. In a large sense the hope of democracy, perhaps even of civilization itself, rests in this one great power that has kept its skirts clean and light burning that the war might not engulf the universe.

What has Nineteen-sixteen brought to the United States? Greater capacity and

willingness for service; greater realization of its own obligations and needs; greater repute among the nations; greater preparedness to meet issues that the end of the war will precipitate. It is an achievement that marks the passing year as significant in American history.—*The Cleveland Plain Dealer*.

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### Economy?

The superintendent called a meeting of section foremen to instruct them how to save money.

"Now, if you are driving a spike," he said, "and you hit it a glancing blow and it flies into the weeds, instead of picking up another one go out and get the one in the weeds."

The superintendent was going over one of the sections some time later and found a spike by the fence. He called the section foreman to his office and recalled to his mind how he had been instructed about saving money on little things, and then said:

"Mr. Murphy, I found this spike on your section. Now what have you got to say for yourself?"

"You found it, did ye?" said Mr. Murphy. "Now ye know that me and sivin of me men looked two whole days fer thot spike and never did find it."—*Western Railway Journal*.

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### Egyptian Political Economy

An item floating through the press states that the Assouan dam and other irrigation works in Egypt, which cost \$53,000,000 to build, have increased land values in middle and lower Egypt from \$955,000,000 to \$2,440,000,000. The rent of this land has risen from \$82,000,000 to \$190,000,000. If the statement is accurate then one year's increased rent would pay more than double the cost of the dam, but the Government is allowing a few favored individuals to keep it, while it levies taxes on industry to pay interest on the bonds issued to build these improvements. And the very persons upholding this system claim that the people of Egypt are not fit for self-government.—*The Public*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Mother's Share

We often hear of the long career  
Of a Brother who has retired.  
Of a life spent well, they even tell  
Of the wealth he may have acquired;  
But we rarely read, or give much heed  
To the one who deserves a share,  
Of the credit due, and the largest too,  
If we knew enough to be fair.

To be only fair, it's the kindly care,  
Of the wife the truth to tell,  
And the welcome true, she provides for you  
That your peace and comfort spell;  
That dispels your fears, and extends your years,  
That they may be happy and long,  
And win you back to the beaten track.  
Sometimes when you're going wrong.

And never a line, however fine,  
Do I read of a veteran's praise,  
Of his loyalty, or whatever it be,  
That his general record says,  
But I think somewhere is a woman there,  
Proud for the honors he's won;  
With never a care, the credit to share,  
As a mother is proud of her son. T. P. W.

### The Eight-Hour Question

ATLANTA, GA., Jan. 1, 1917.

EDITOR JOURNAL: I have often wished to express my views concerning the eight-hour day, but when I would find time to do so, some other matter would crowd out of my mind what I had intended to prepare for publication.

I heartily endorse President Wilson's statement to Congress in which he said, in substance, that the question of the eight-hour day is not arbitrable inasmuch as there is no one competent to pass upon an award he knew naught about.

No truer words were ever spoken by

any man on any question, but the contention between the railroads and its employees should not prevent their being on friendly terms with each other. There must necessarily be loyalty in the hearts of the men to give best results to their employers, but since the late controversy over the differences between the men and the companies, we are branded far and wide as ungrateful, and even anarchistic in our attitude for the betterment of the men in train service, and much of the good feeling that has for so long existed between us and the railroad company has been displaced by suspicion and absolute distrust.

This is a condition which should not exist, but the clouds are breaking, and anyway, the darkest hour is that which comes just before the dawn.

R. G. GAME, Div. 498.

### Write to Them

"I would be greatly pleased if some of my old acquaintances would send me a postal card as a bit of social touch, a reminder that one is not entirely lost to the world, and those with whom he has associated with these many years.

C. J. PINKNEY, 14718 Pepper Ave.,  
Collinwood Station, Cleveland, O."

The foregoing appeared on page 39 of January JOURNAL. It was an appeal to the Brothers with whom Brother Pinkney has had some acquaintance during his long and eventful career, and sounds the keynote of the deep regard the veterans have for old acquaintanceships. With their active life at an end, and little in the future, at least, of a material nature, to engage their interest, they naturally indulge their fancies in recalling old incidents and old friends of the past, and a line or two to some retired veteran for whom you have fired, or with whom you were connected in any way in the days gone by, will awaken pleasant memories, which will afford pleasure to him and yourself also.

Our Brotherhood is built largely on sentiment, for sentiment is the basic factor of loyalty, and loyalty was the real cornerstone of the foundation of the B. of L. E. Loyalty to a friend and loyalty

to a principle are one and the same, so in writing to one of the old veterans you will not only afford him much pleasure, but you will also be promoting the spirit which gave birth to and materially helped preserve, our organization through all these years, which in many ways has made the life of the engineer really worth living.

Write to the veteran. Tell him where and when you knew him, and in the railroad service there are so many things of especial interest to refer to that you will have no trouble in recalling some unusual incident that will help to remind him, and pave the way to a renewal of old friendships that have been dead these many years.

EDITOR.

### Some Hints on Insurance

STERLING, ILL., Dec. 19, 1916.

EDITOR JOURNAL: I have just received notice from the Insurance Secretary of our Division that there will be no premium collected for the first quarter of 1917 on my B. of L. E. accident insurance policy. This will make that policy cost me but \$31.45 for the year for \$2,000 in case of accidental death, and \$20 per week in case of injury—this indemnity to be paid me for 104 weeks, if my injury prevents me from going to work for that length of time.

I have already reaped some benefit from the protection of our accident insurance. Two years ago I injured my knee-cap, being laid up for four weeks, and in less than a week from the time I notified our Insurance Secretary that I was ready for work I received a check for \$80.00. So you see the protection is not only cheap, but the payment of your indemnity is prompt. Another feature to recommend our accident policy is that if you insure, say, for \$2,000, the policy increases in value at the rate of five per cent per year for the period of five years, making an increase in its value of \$100 per year, so that at the end of five years the face of the policy represents \$2,500, and this increase in value is gained without any increase in cost.

None of the old line companies can compare with our straight life insurance,

either, for you don't have to die to get the full amount of your policy. The loss of a hand or a foot, or an eye, entitles the policyholder to the full amount a Brother can carry—\$4,500 in the straight life and \$2,000 in the accident insurance, making \$6,500 in all, plus the accumulation; so when you take this into consideration, together with the fact that the indemnity covers a period of 104 weeks, it brings the benefits our insurance affords so forcibly to our minds that we really feel that we cannot do without it and do justice to our family, ourselves, and our organization. A man cannot really have proper self-respect, nor command the respect of his fellows, unless he makes himself independent by providing for the future as much as it lies within his power to do so, and our insurance affords a good opportunity for that protection, which every self-respecting man should provide for himself and his family.

The peace of mind that follows when a man has done his duty in that respect is a source of happiness, which is an addition to the positive benefits that will result, and to know that injury and poverty cannot both overtake you at the same time, is not only an ease to one's mind, but it may often help a fellow pull through to complete recovery from serious injury, when otherwise his despondency might weigh on him as much as his injury and put him down and out.

You can't have too much of a good thing, and the B. of L. E. insurance is surely that. If a \$1,500 policy is good, a \$3,000 policy is better, and a \$4,500 policy better still, and when you add to that \$2,000 of an accident policy, and a weekly indemnity, you have the best and cheapest insurance for a railroad man in the world.

Now start the New Year right. Your Secretary of Insurance can fix you out right with an accident policy in our B. of L. E. accident insurance, and you will enjoy the benefits of any surplus that may accrue during the year, and occasionally be relieved of paying a premium, as I am relieved of paying the premium for the first quarter of 1917, which reduces the amount of my premium from \$40.60 for the year to \$30.45, and for this latter



amount I am enjoying the protection of a weekly indemnity of \$20.00 per week for 104 weeks in case of injury, and \$2,000 in case of death, or the loss of a hand, a foot or an eye.

Do you get anything like that from the old line companies? You certainly do not, for their insurance is run for a profit, and the profit goes to the company, while the profit of the B. of L. E. accident insurance goes to the policyholders. Get busy.

M. REAL, Div. 404.

### Prosperity in Division 576

HILLYARD, WASH., Dec. 25, 1916.

EDITOR JOURNAL: At the last meeting of Division 576 it was decided that owing to the good financial condition of the Division all members would be relieved from the need of paying the first quarter dues for 1917, and thinking that this was an exceptional feature, and one that might be attained by other Divisions, we feel considerable pride in presenting the subject.

We are near the close of a very successful year for this Division, excepting that we lost one of our most honored members by death, but we earnestly hope we may pass through the coming year without the loss of a single member from any cause.

Yours fraternally,

J. D. LEFEVRE, Sec.-Treas. Div. 576.

### A Joint Brotherhood Newspaper

ATCHISON, KANS., Dec. 12, 1916.

EDITOR JOURNAL: I am very much in favor of the four train service organizations issuing a joint union newspaper of their own. We have members in the different Orders fully capable of managing an enterprise of that kind, with material profit to the railroad men, and labor in general, and still make the venture self-supporting through the subscriptions of the railroad Brotherhood men and their friends. We then could keep ourselves better posted on affairs in general concerning organized labor, and would not have to depend on the daily press for facts, which are often so distorted that they mislead our members

and the general public, as they have been doing very much of late. Fraternally,

C. L. MOWBRAY, Sec.-Treas. Div. 164.

### O. K.

O. K. was used some time ago,  
As trademark for a brand of soap.  
It stood for what was right, I know,  
As understood in business dope;  
And orders that we used to get  
To run our trains by, I recall,  
Until they were O. K'd, you bet,  
Were known to be no good at all.

But times have altered, for I see,  
That O. K. doesn't mean the same,  
As when it first appeared to me,  
When starting in the railroad game;  
It may in a commercial way  
Retain its meaning yet unchanged,  
But as it's used with us today,  
It surely must be disarranged.

I made out a report last night,  
Of everything that I could find;  
The 98 is sure a fright,  
I asked to have her wedges lined;  
And rods keyed, so they wouldn't pound  
And called attention to the fact,  
That driving wheels are out of round,  
An inch or two, to be exact.

I said the piston packing blew,  
And valves were leaking, just a mite,  
The piston rods were blowing, too,  
And valve stems weren't very tight;  
The air pump heated up somewhat,  
But what was wrong I couldn't tell,  
I said it got so very hot,  
At times, that it was hot as hell.

I said the valves on boiler head  
Were leaking badly for a week,  
That I was really almost dead,  
Had such a cold, I couldn't speak;  
I also said she wouldn't run,  
And burned a fearful lot of "loam;"  
Then with a sense of work well done,  
I dragged my weary body home.

Dear Friend, imagine my surprise,  
To hear the caller's dismal croak,  
It seemed I'd hardly shut my eyes,  
An hour, ere I again awoke;  
And, stranger still, you must admit,  
Since you have all the facts from me,  
Was that which most gave me a fit,  
He called me for the 98.

I hurried over to the "dump,"  
And found the work report I wrote,  
And I felt surely like a chump,  
For what I saw just got my goat;  
Yes, there upon the thumb-soiled slip,  
What can it mean? I cannot say,  
Oh! brother, please give me the tip,  
What does it mean when marked O. K.

T. P. W.

**Brotherhood Pension Commended**

FREEPORT, ILL., Jan. 7, 1917.

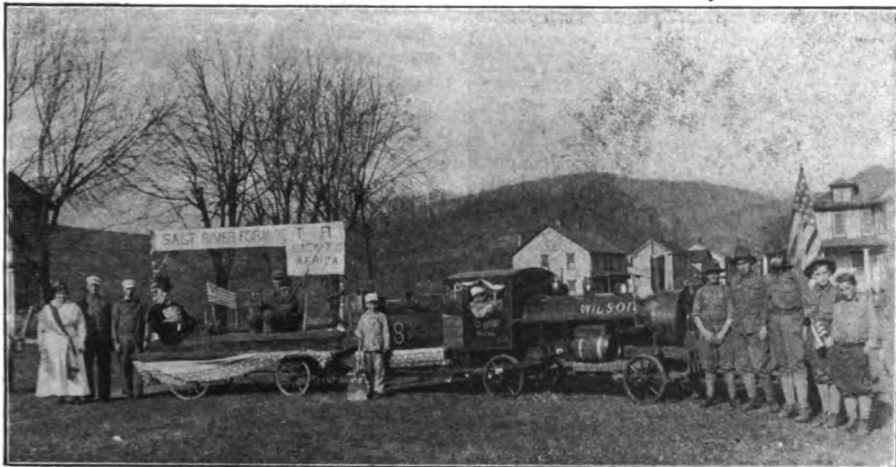
EDITOR JOURNAL: This letter is written to you by a member of Division 27, B. of L. E., Freeport, in appreciation of the promptness of the Pension Association in allowing my claim for pension. I was pensioned by the Illinois Central on Aug. 1st last, and receiving your draft of recent date, was much pleased to note it is dated to start with the pension I am receiving from the company by which I was employed. Your promptness pleases me, and it is further gratifying that I will re-

ity to use this letter as you see fit, and with a hope for continued prosperity to the B. of L. E., I am  
Fraternally,  
W. O. TENNY, Div. 27.

**Wilson Parade, Hyndman, Pa.**

HYNDMAN, PA., Dec. 10, 1916.

EDITOR JOURNAL: The picture which accompanies this letter is a photograph of the "Eight-Hour" or "Wilson Special." The dummy engine, constructed by Brother Frank Martz and his four sons, was hauled by his "Ford" and won first prize in the parade. Another feature

**EIGHT-HOUR DAY PARADE, HYNDMAN, PA.**

In the group are: Left to right, Mrs. and Bro. Frank Martz, Eng.; J. E. Corley, F.; J. O. Harclerode, F.; Donald Cook, Colton Martz, Eng.; Homer Martz, Olan Kipp, B. Sproul, Clyde Martz, Jas. Baker, Boy Scouts

ceive monthly remittances from the Pension Association as long as I live.

My only regret is that I did not become a member earlier, as I would have participated in larger benefits. My advice to all B. of L. E. members—and especially to the younger ones—is, that they join early. I had made payments for only twenty months, and yet find myself the possessor of a nice monthly income. Those who join earlier in their life would have increased benefits at the age of their retirement. I know our Pension Association is a good one, and is permanently secure, and for this reason I heartily subscribe my name as one of its beneficiaries.

Trusting that my humble advice may be of service to non-members of the Pension Association and giving you full author-

ity of the parade was a boat made by Brothers Harclerode and J. E. Corley, members of the B. of L. F. & E. The boat was drawn by the Hyndman Boy Scouts.

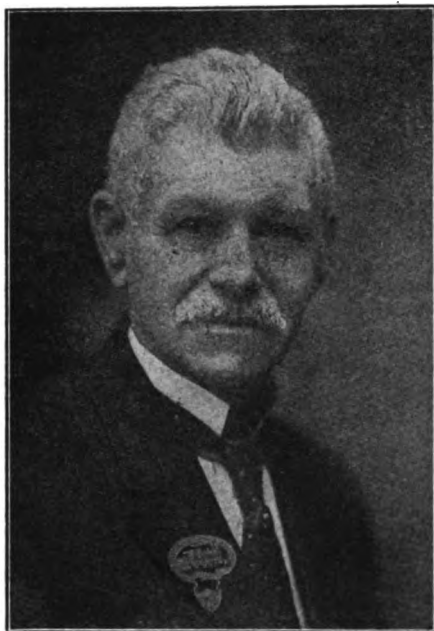
The parade took place on November 18, and showed that the little town of Hyndman took a live interest in the "Eight-Hour Movement," and especial credit is due the Brothers who furnished the two chief features of interest in the procession.

Fraternally yours,  
F. MARTZ

**Brother Clarence E. Hobbs, Retired**

JANESVILLE, WIS., Dec. 29, 1916.

EDITOR JOURNAL: Brother Clarence E. Hobbs was born September 8, 1842, in Prompton, Pa. His first railroad service was running a stationary shop engine for



Bro. C. E. Hobbs, Div. 710

the Milwaukee & Watertown Railroad in 1858, at Watertown, Wis. The following year he fired a few trips and then returned to work in the shops. He was one of the first to respond to the call to arms in 1861, and after serving out the term of his enlistment, 90 days, returned home and went firing on the Milwaukee & Mississippi Railroad. In 1862 he again went to the front in a company that was composed of 100 employees of that road. After the war was over he returned home, going firing on the Milwaukee & Prairie du Chien Railroad. In 1861 he was given charge of a switch engine at Janesville, Wis., and in 1871 was promoted to road service between Milwaukee and Madison, where, until 1914, he had continued to work both in freight and passenger service. For the past two years he has been unable to work, owing to poor health and old age.

He became a member of the B. of L. E. in 1875, joining Div. 73 at Madison, Wis., taking out his insurance policy in 1883. He also joined the Pension Association and is now enjoying its benefits by drawing \$25 per month. Brother Hobbs is one of the charter members of Div. 710. He was presented with an

honorary badge for 40 years' continuous membership, on December 3, at a regular meeting of Div. 710, at which time there was a social entertainment given in his honor, and the pleasure of the occasion afforded him was in itself a lesson for us all to strive to keep our memberships unbroken to the end.

### Bro. Alfred J. Moyer, Div. 668, Retired

HARRISBURG, PA., Dec. 6, 1916.

EDITOR JOURNAL: Alfred J. Moyer, Div. 668, entered the service of the Pennsylvania Railroad Company on March 10, 1864, at the age of 12 years, as water boy for a floating gang in the Maintenance of Way Department of the Middle Division, between Newport, Pa., a place known at present as Denholm, Pa. On July 1, 1866, he was transferred to the Transportation Department to the position of fireman, but returned to the Maintenance of Way Department in August of the same year, where he did service as laborer, trackwalker and watchman until August 15, 1882, when he was assigned to the position of yard fireman, from which he was promoted to yard engineer in 1892, remaining in that



Bro. Alfred J. Moyer, Div. 668

capacity until retired from active duty on November 1, 1916, after a period of continuous service for the same company of a little over 52 years.

He has enjoyed remarkably good health during all that time, entering the Railroad Relief Department on August 1, 1886, and never having been on the sick or disabled list until August 15, 1916, when he suffered an injury alighting from his engine. Respectfully yours,

ALBERT S. MOYER.

### Brother B. C. Whelan, Div. 167

CLEVELAND, OHIO, Jan. 6, 1917.

EDITOR JOURNAL: Brother "Ben" C. Whelan, of Division 167 (born Dec. 5, 1853), is perhaps one of the youngest, if not the very youngest Brother, who has yet received the honorary badge of membership in the Grand Division, which honor was conferred upon him at the last meeting of Division 167.

Brother Whelan began railroading as call boy at Cleveland, Ohio, on what was then the Mahoning Division of the Atlantic & Great Western Railroad, running between that point and Youngstown, Ohio. In those days the road was both broad and narrow gauge, the present, or standard gauge rails, being laid between the broad gauge, which was six feet wide. He went firing in October, 1870, and was promoted to engineer on July 5, 1875, and was made road foreman of engines in July, 1888, which position he held for three years. He is the fourth oldest engineer in point of service on the Division. The name of the road has been changed three times during his time there: from the Atlantic & Great Western to the Erie, then to the New York, Pennsylvania & Ohio, and later to the Erie Railway again, the present name of the road.

Brother Whelan joined the B. of L. E. in Division 167 in November, 1876, was its Chief Engineer for ten years and is filling the chair at the present time. He was member of the General Board of Adjustment and chairman of the local board for ten years.

He represented Division 167 at the Los Angeles Convention and has been a mem-

ber of the Ohio State Legislative Board for many years.

Brother Whelan was chairman of the committee that conducted the funeral of our much beloved Past Grand Chief, P. M. Arthur, and anyone who attended the first Triennial Convention in Cleveland in 1915 will recognize Brother Whelan's picture, as he was chairman of the Committee of Arrangements there, and was frequently complimented on the very efficient manner in which the management of affairs was conducted at



Bro. Ben C. Whelan, Div. 167

the first convention in the Engineers' Building.

As evidence of the esteem in which Brother Whelan is held by Brotherhood men in Cleveland, Ohio, Division 745 was named for him, an honor which he highly appreciates.

Brother Whelan is still running an engine on the Erie Railroad out of Cleveland. His whole railroad career is certainly a creditable one, in that he has always been active in matters looking to the betterment of our Brotherhood and its members, and he has hosts of friends who wish him many more years of health and prosperity.



Bro. Alex. Copeland, Div. 166

### Brother Alex Copeland, Div. 166

CARBONDALE, PA., January 3, 1917.

EDITOR JOURNAL: Brother "Alex" Copeland was born in Carbondale, Pa., November 2, 1852. At an early age he left school and went to work carrying water on the section. His first train work was on the old D. & H. gravity road as tram-man. When the steam railroad was built between Carbondale and Scranton, Pa., he accepted a position as fireman on gravel train. He was promoted to switch engineer in 1871 and later to freight engineer. In 1885 he was promoted to passenger engineer, running between Carbondale and Wilkesbarre, Pa. This position he held twenty-two years. He then bid in a local freight running between Carbondale and Scranton, Pa., and was retired January 1, 1916.

Brother Copeland joined S. H. Dotterer Division 166, September 19, 1876. About two months ago he was made an honorary member of the Grand International Division, and is the proud owner of a G. I. D. badge, for which he wishes to thank the Grand Officers, also all members of Division 166. He represented Division 166 at five conventions: at Baltimore in

1881, New Orleans in 1885, New York in 1886, St. Louis in 1898 and Cleveland in 1915.

Brother Copeland has many friends here and elsewhere who hope that he may live long to enjoy many years of health and happiness among them.

Fraternally yours,

A. W. BAYLEY, Sec. Div. 166.

...

### Brother G. T. Davis, Retired

Brother G. T. Davis, of Bay State Division 439, has just been retired at the age of seventy, after fifty-two years' continuous service on the Boston & Albany Railroad.

Brother Davis was born in Barre, Mass., November 27, 1846, and spent his boyhood days on a farm in that place. After finishing high school, he went to Brookline to live and started to work driving a hack. Soon after, he secured a position on the Boston & Worcester Railroad as brakeman. After one year of braking, he began firing, and on March 17, 1870, after four and one-half years as fireman, he was given an engine to run. This engine, known as the "Lion,"



Bro. G. T. Davis, Div. 439

was built in England and was a wood burner.

In 1872 Brother Davis became a member of Division 61, B. of L. E., and is a charter member of Division 439. He has been a member of the Brotherhood nearly forty-four years and three years ago was presented with a badge of honor by the Grand Office. He has ever stood by the Brotherhood whenever his help was needed.

For the past eight years he has run an electric car, which, by the way, since the higher rates of pay went into effect in 1912, has been a very desirable run.

Brother Davis is enjoying good health and his many friends wish for him and Mrs. Davis many more happy and prosperous years.

Fraternally yours,  
A. C. HARPER, C. E. Div. 439.

#### Brother Chas. E. Seeley, Div. 276, Retired

SCRANTON, PA., Jan. 5, 1917.

EDITOR JOURNAL: The subject of this sketch, Brother Chas. E. Seeley, is sitting on the top step of the porch, in the picture; the other man is his brother, William, better known as Dad Seeley, by whose death, which occurred December 1, 1916, Division 276 suffered a great loss.

Charles E. Seeley was born in Brooklyn, N. Y., April 27, 1846, and was one of five brothers, who entered the service of the D., L. & W. R. R., when that road had only been in operation a few years, and extended only from Hampton Junction, N. J., to Great Bend, Pa., a distance of 130 miles, when wood-burning engines were the fashion.

Four of the Seeley brothers became engineers for the D., L. & W., Chas. E. being the fourth to receive promotion, which occurred on November 23, 1868, having entered the service as brakeman in 1863, and as fireman in 1865. The Seeley family was a somewhat remarkable one for railroaders. The father of these five sons fired the first passenger train that was ever pulled by steam over the Delaware & Hudson R. R., but resigned before being promoted to engineer.

One of the five sons who entered the service of the D., L. & W. as brakeman

was killed in an accident, but left a son, Harry Seeley, who grew up to become a fireman, and was promoted to engineer in 1887, and is now a valued member of our Division. George E. Seeley, the only son of the subject of this sketch, is assistant chief draughtsman for the D., L. & W. R. R.

The first experience of Chas. E. Seeley as engineer was pulling a coal train. He then was given a passenger train, but later gave that up, and took a fast freight, which he pulled for fifteen years,



Bros. Wm. and Chas. E. Seeley, Div. 276

when he gave it up also, and took a yard engine, which he ran until he was retired on pension in 1914, after having been in continuous service for the D., L. & W. R. R. 51 years. He and his wife are living in their own home and enjoying life, Brother Seeley getting his pension from the railroad company, also one from the Pension Association of the B. of L. E., and they are happy, with a welcome and a smile for everybody. All the Seeley brothers were liked by all who knew them, which is about the best eulogy that can be pronounced upon any man. All four of these brothers were retired on a pension. Three of them joined the B. of L. E. in 1871, in what I think was Division 58, at that time.

Brother Chas. E. Seeley's wife is an active member of the G. I. A. of the B.

of L. E., Div. 82, and has been its treasurer for 22 years. Fraternally,

J. W. SPENCE, Div. 276.

### Stories of the Rail

The boomer engineer was called to the carpet for some infraction of the rules. The superintendent, in a manner that usually struck terror into the hearts of those who came before him under similar circumstances, was surprised to see that his line of talk was not in the least effective in this case. He was still more surprised when the fellow lit a stogie and proceeded to make himself as comfortable as possible.

This act aroused the "super's" curiosity and, stopping short in his tirade on the evils of disregard for rules, he said, "Where are you from?" The boomer, showing for the first time an interest in the proceedings, languidly replied, "I'm from everywhere but here, and I'll be from here just as soon as I can get my money."

A group of engineers were relating instances of rare presence of mind they had observed in railroad men under trying circumstances. One grizzled old-timer said:

"Some years ago, before the coming of the air brake, I was learning one of the western roads. The engineer, a very conscientious though exceedingly fussy fellow, had pointed out to me no less than a thousand landmarks already in the fifty miles we had made, assuring me that if it were not for knowing these landmarks he (to use his own words) 'would not have no more job than a rabbit.'

We rolled along a little farther, and as we came to a certain curve he said, 'Now, you see this crooked tree—well, shut off here, as there is a railroad crossing beyond this curve.'

Well, we drifted around the curve, and, sure enough, there was the crossing, with a freight train moving slowly over it. He called for brakes several times, but it seemed as if the other train would clear the crossing before we reached it, so we did not jump. Our judgment, however, was wrong, for we struck the caboose amidships, and a moment later I found

myself almost covered with slack coal. Near me, but buried deeper, was some one else, who, with some assistance and considerable effort on his own part, finally came to the surface. It proved to be the engineer, and the first thing he said to me was, "Shut off before you come to the crooked tree."

J. D. M.

### Railroad Men's Home

HIGHLAND PARK, ILL., Jan. 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended December 31, 1916:

G. I. A. TO B. OF L. E. DIVISIONS.

Div.

309..... \$5 00

#### SUMMARY.

Grand Division, O. R. C.....	\$573 91
Grand Division, B. of L. E.....	126 40
Grand Lodge B. of L. F. & E.....	52 00
B. of R. T. Lodges.....	8 00
O. R. C. Divisions.....	12 00
L. A. to O. R. C. Divisions.....	11 00
G. I. A. to B. of L. E. Divisions.....	5 00
L. A. to B. of L. F. & E. Lodges.....	7 00
Sale of junk.....	2 50
Arthur L. McKinney, Div. 385, B. of R. T.	2 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00

\$302 81

#### MISCELLANEOUS.

Two boxes bound books from L. T. Wilson, Kenilworth, Ill.

Quilt from Mrs. C. D. Wilson, Salida, Colo.

Quilt from Div. 98, G. I. A. to B. of L. E., Topeka, Kans.

Quilt from Div. 501, L. A. to B. of R. T., Detroit, Mich.

Quilt from the Priscilla Aid Society of Div. 51, L. A. to O. R. C.

Box of cigars from Lodge 501, L. A. to B. of R. T., Detroit, Mich.

Box of cigars from Lodge 827, B. of R. T.

Box of cigars from Bros. Iecker and Lawrence V. Thompson, Div. 827, B. of R. T.

Three boxes cigars from Lodge 469, B. of R. T.

Two boxes cigars from Bro. A. E. King, Cleveland, Ohio.

Two boxes cigars from Bro. W. G. Lee, Cleveland, O.

Box containing Ante Bellum Smoking Tobacco from J. F. Milla, Shreveport, La.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,

Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### My Valentine

Oh, yes, I have chosen my Valentine—  
I have chosen forever and aye;  
And now at the feet of my lady-love,  
I hasten my gifts to lay.

I have been afar "to the ends of the earth,"  
For a sapphire of glorious blue;  
And down to the depths of the ocean cave  
For a pearl of a tender hue.

The rare, red gold from the darkling mine,  
That never had seen the light,  
I have laid by the side of my priceless store,  
To gladden my lady's sight.

And, lest she should wonder, my peerless queen,  
The meaning of these I bring,  
I have whispered the gem from the mermaid's  
home,  
My story of love to sing.

To tell how the gold, the rare red gold,  
That knoweth no sad decay,  
Is the type of a love that never shall change  
But lasteth forever and aye.

The fountain of hope from the "ends of the earth"

Shall speak to my darling for me,  
Of a home one day in a cloudless land,  
Where partings never shall be.

You ask where I hasten to meet my love  
And what is her rank and fame?  
My boyhood's home is the trysting-place,  
And "Mother" my lady's name.

H. H. PICKARD.

### February

The little month of February is like the smallest child in a large family, favored in many ways. There are more well-known days in February than in any other month, so, although little in comparison with her brother and sister months she is quite important. February is the fore-runner of spring, and we await the second day of the month with anxious eyes to see if the sun shines, for we all know that if the groundhog sees his shadow we will have six weeks more of winter. (Needless to say, he generally sees his shadow.) This is one day in the year when we would rather see the clouds than the sun. Then comes St. Valentine's Day, at which time we are told the birds choose their mates; anyway, this seems to be the time of love's awakening, and swains and maidens shy make known their preference for each other in the lacy valentine with its hearts and darts. This is a pretty custom, and the heart of many a maiden has been made to beat with joy upon receiving such a mis-sive. The funny part of it is, that although there is no signature attached, they generally know from whom it came, and the bashful lover often takes this means of conveying his feelings to the object of his choice, finding it easier than to tell her face to face. (You see I know all about it, for I was a girl once myself.) Youth and love go hand in hand and little February leads them on. Then she has to her credit the birthdays of many great men, among them Washington and Lincoln, and a little bird whispers in my ear that our own Sister Murdock first saw the light of day in this popular little month.

What! did you say her birthday comes on the 14th? Why, that makes it more and more interesting! Who dares to say



that the little month has not given to the world some of its very best leaders? So here's to the shortest month of all the year.

You are the harbinger of spring  
That brings new life to all the world,  
The flowers will come, and birds will sing,  
When Nature's mantle is unfurled.

You gave to us a Valentine—  
So full of graciousness and love;  
That 'tis no wonder we incline  
To think 'twas sent us from above.

Dear Sister Murdock, tried and true,  
Accept this from your G. I. A.,  
The birthday wish we send to you,  
"Many happy returns of the day." M. E. C.

### A Royal Road to Experience

"When I was a young man," said the elderly president of a great corporation, "the only way to learn the ropes in business was through experience. It was a long, hard and wasteful method. Such a thing as business literature, educational courses in business, etc., were unknown. Today, however, the young man who is ambitious can gain twenty laps on the field by devoting his spare hours to a study of the literature pertaining to his subject. That there should be any who fail to avail themselves of this opportunity passes my comprehension.

"To illustrate: The other day in the smoking compartment of a Pullman I fell into conversation with a youngster in his early twenties. It transpired that he was an efficiency expert and that he specialized upon department store problems. Claimed that he had just succeeded in reducing the annual expenses of one client over \$250,000; this with no sacrifice of efficiency. What this young man's income is I don't know, but, obviously, any one who can achieve results on that scale can come pretty close to naming his own price. His clear and lucid explanations of just what steps he had taken to effect these savings were sufficient evidence of the truth of his claims.

"But how in the world did a man your age ever accumulate so vast a store of information along business lines?" I inquired after he had concluded his narrative.

"Some four or five years ago I went

to work for a manufacturing plant which at that time was being subjected to a thorough overhauling by an efficiency expert," he explained. "That was what started my mind working in that direction. The rest was simply a result of reading business books and magazines during my spare moments. My ability is no more than average. But, undoubtedly, I have more actual knowledge of business than most men. Through reading I have gained my experience by proxy. Now I'm beginning to cash in on it. Why! there are enough business books given free of charge today to give a man a pretty good start. But lots of young fellows are too blamed lazy to read them even under those conditions.

"There may be no royal road to learning, but systematic reading of business literature comes about as close to being a royal road to experience as any of which I can conceive. And experience applied is quickly translated into money."

H. J. BARRETT.

### Feminine Philosophy

The word patience has no place in the lexicon of true love.

Peace of mind is quite often the result of a piece of mind.

It takes several good women to redeem the man that one bad woman has ruined.

The girl with a secret is like a boy with his first gun. Neither is satisfied until a noise is made.

Some women constantly labor under the hallucination that they must be contrary to be appreciated.

Shakespeare says a young man married is a man that's marred, and he should have said scarred.

Probably the serious opposition to divorce courts arises from the knowledge that widows are dangerous.

The girl who has no romance or sentiment in her make-up is like the pretty flower which has no perfume.

If all men who thought themselves funny were really so, there would be more women who would laugh.

No, Maudie, dear; there is no such book

as "Reveries of a Married Man;" they never have time for reveries.

The most pitiful object in the world is a brave, ambitious young fellow made senseless and sour by unrequited love.

Women, the most interesting volumes in life's library, whose bindings sometimes become monotonous but whose contents never.

Most girls believe that they will never succeed in love unless they create the impression that several men are in love with them.

Anyhow, it is real generous of the first young lady of the land to agree to share her popularity and prestige with a forlorn old bachelor.

Matrimony has been described as the high sea for which no compass has yet been invented, still the world is full of adventurous navigators.

The same kind of blind faith which leads a man to tickle the hind heels of a mule is that which leads him to trust certain kinds of women.

If the young men would devote as much of their time to money-making as they do to love-making there would be more Rockefellers in the world.

It has been said that the life of an intelligent bachelor is very well worth living, but no woman is willing to admit that a bachelor is intelligent.

When a man is in love he thinks it is the most beautiful thing in the world; when he's out of it he thinks the opposite, with an exclamation point.

It is said that there is no marrying and giving in marriage in heaven. This perhaps proves the old assertion that fools rush in where angels fear to tread.—*Woman's National Magazine.*

### St. Valentine

There are many who observe St. Valentine's Day with great regularity and pleasure that would be surprised to know that young people kept it in honor more than 2,000 years ago. At least the Roman Lupercalia were celebrated at the same time of the year—not very respectable celebrations either, it must be said—

and the names of young women were put in a box and drawn out by the young men. Hence we have derived the custom of choosing valentines, sometimes by chance and sometimes by selection.

Shakespeare, and other English writers, allude to St. Valentine's Day, and also to the very old belief that the birds begin to mate on that day.

But what about St. Valentine himself, from whom the name of the day we celebrate is derived? He was a priest in Rome in the reign of the Emperor Claudius the Second. He was an excellent man, and his great care and courageous solicitude for the Christians, who were then being persecuted, caused him to be widely known, and at last he was arrested and brought before the emperor, who asked him why he did not worship the gods. Unabashed in the presence of the powerful sovereign, Valentine answered: "If you, sire, and emperor, knew the gift of God, you would abandon the worship of such impure beings, and you and your empire would be more happy."

This sort of speech was sacrilege in the belief of the Romans. Then one of the Senate asked Valentine what he thought of Jupiter and Mercury, and he replied that they seemed to have spent their time in low pleasures.

The emperor seemed moved by Valentine's eloquence and courage; but the prefect and other officers, fearing sedition among the superstitious populace, said to the emperor: "Must we forsake the religion of our ancestors?" Whereupon Claudius had to yield, and the Christian Valentine was imprisoned. Upon entering his place of confinement, Valentine, regardless of his own peril, but intent upon saving all he could, prayed that God would make those in the darkness of heathenism realize that Jesus Christ was the light of the world. The judge, Asterius, heard him and said: "How dost thou say that Jesus Christ is the true light?" "Not only the true light," replied Valentine, "but the only light, who lighteth every man who cometh into the world."

These were brave words to use at that time, and he might have been instantly executed for uttering them. But Asterius

rius was a reasonable man, and said: "If these things be so, I will now test it. I have a daughter who has been blind for two years. If you can restore her sight I will believe that Jesus Christ is the light, and is God, and I will do everything that thou sayest." Then they brought the young girl to Valentine, and he laid his hands on her eyes, and said: "Lord Jesus Christ, who art the true Light, enlighten this thy servant." At these words the child received sight, and Asterius and his wife threw themselves at the feet of Valentine, and entreated him, since he had been the means of their attainment of a knowledge of the truth, to tell them what they must do to be saved.

He told them that they must break to pieces all their household idols, must fast and forgive all who had injured them; after which they could be baptized.

Asterius did all this; set free all the Christians in his keeping, and was baptized, together with all his family and servants. These new Christians had almost immediately to prove the firmness of their faith by suffering martyrdom, and Valentine, for his conduct in making converts to Christianity, was beaten with rods, and then beheaded. It required a good deal more courage to be a Christian in those days than it does now.

After the true religion prevailed, a church in honor of St. Valentine was built in Rome, and the gate now called the Porta del Popolo, near that church, was long called after the martyr, the Gate of Valentine.

He is regarded as the patron saint of young girls.

### Work for Widows

Writing on this subject to the editress of the Woman's Page in one of our local dailies, who had a column on the subject "Work for Women," the problem of work for the woman of forty and over was brought up, and it was shown how women of this age had entered into different branches of work and had made a success of it in providing for themselves.

But when it came to the problem of women of this age having not only to

provide for themselves but for children dependent on them, she wrote in part: "Either she must be a woman of more than average ability and strength, or she must practically work herself to death, or she is compelled to ask for private benevolence."

I ask every woman who reads this article to think the question out for herself. This article is a frank plea for the granting of a subsidy for widows left without means who have children to support. Various ways and means could be devised, but the state should do it, not private benevolence. Writing again on this question, I was informed that our influential Canadian women, connected with our National and Local Councils of Women, had worked on these questions, but could not move very far in the matter because they had not the vote.

Take a woman, for instance, with five children to support, the oldest eight—I know of three such cases—she may have a little money saved up, also some insurance, but this does not last long without some effort on her part to help out, and her hands are tied. Have you ever stopped to think of sleepless nights with little ones feverish and restless with teething, and if you have two or three in the same room with you, when one wakes up they are all awake. After a succession of nights spent in this way, how fit are you to start out on a hard day's work? No mother has come through these trying times without feeling the following sense of weariness and fatigue. Take the means of earning by keeping boarders or roomers; do you know that the best paying and better class of boarders do not want to go where there are children? You must make a reduction in price, but you have the same work to do and the same food to supply.

Then comes along some infectious disease and boarders have to go, but the extra expense of illness as well as the regular expense of the home must go on; boarders come and boarders go, but bills mount up forever.

If a woman is an expert at doing up curtains or in the preparing of certain kinds of food, she would be better off to confine herself to that kind of work.

These are problems that a woman really has to work out for herself. It is useless to go into a home and say, "Can't you do this or that? Mrs. So-and-so scrubs and washes every day and gets along all right;" but it is more than likely if you were asked if you could do it you would answer "No."

Women going out to wash and scrub oftentimes have to leave their children to the training of the streets. God help them.

A woman may be a good housekeeper and could get work in that capacity, but it would mean the breaking up of her own home and parting with her children.

If you have ever made a visit to an orphans' asylum, and have seen the wistful baby faces, the shaven heads, the check uniforms, even though the surroundings are spotless, you would do many things before placing them there.

As the doctor said, "Growing up without the one thing that we cannot supply—mother love." If every woman would ask this question, "What if such were my case?" we would be more kind and sympathetic, and more practical in our way of helping.

If there is any widowed Sister in your Division who is working to support her little ones in her own home, by sewing, baking or anything in that line, patronize her; it will give her courage and make her feel more independent. Let us be charitable in our criticisms as to the ways and means that we think she should adopt; let us remember that she cannot turn herself into a machine of perpetual motion just because she is a widow. The Master has said, "Blessed are the merciful, for they shall obtain mercy."

EVA W. ROBERTS.

### What Have We Done ?

Another year has passed us by,  
Did we help a Sister, or let her lie  
In a hospital, without sending flowers,  
To help her pass the weary hours?

Have we done all we could for the boys far away,  
Or helped the dear mother who at home has to stay

And wait for the news, be it good or bad,  
While her heart seems breaking for the boy that she had?

Did we come to the meetings to help fill the hall,  
Or forget all about it, and on a friend call,  
While the President stood ever loyal and true,  
Doing her duty with the help of a few?

Have we thought of the Sisters whose faces no more  
Shall we see 'till we meet on that beautiful shore?  
What have we done for those that are left,  
Perhaps of a father or mother bereft?

Sisters, this year, let us determine to stand  
Fraternally loyal, a true, happy band,  
Living each day with this one thought in mind:  
"We can't bring them back—the days left behind."  
AMY HOLLISTER, Div. 269.

### Ohio State Meeting

On Nov. 2, Div. 52, Columbus, Ohio, entertained the State meeting, in their beautiful hall on Main St. Seeing no account of it in the JOURNAL, and thinking perhaps Sister Cassell was waiting for some one to write it up, I am taking the liberty of doing so, as it was too good a meeting to go unmentioned. Fifty-two is Sister Cassell's own Division, and the largest one in the Order, so when we receive an invitation to be the guest of this Division we go, feeling that it will be worth while, and we are never disappointed. The day of the State meeting was a glorious one and early in the morning the hall was filled with eager, happy Sisters, representing many Divisions.

Sisters Simms and O'Hearn were present from Indianapolis, and everyone was made to feel that it was good to be there.

The meeting partook of a social nature, although all forms of the ritual that were called for were given in the perfect manner for which this Division is noted. The memorial service was also beautifully exemplified. The members of the Division were all in white, which added to the beauty of the floor work. A collection was taken for the Silver Anniversary Fund and a neat sum of money was realized. This is the custom at all the Ohio State meetings and we think it a good one to follow. The old officers were re-elected and a vote of thanks was given the members of Div. 52 for the hospitality extended. Talks for the good of the Order were enjoyed, and the day came to a close, but we were invited to remain for the evening, and all who did so were more than repaid.

The members of this splendid Division put on the play, "Aunt Hannah's Quilting Party," for entertainment.

Mrs. Shephard was Aunt Hannah, and the entire cast did their parts so well that we enjoyed a good hearty laugh, which lasted all the evening. The Sisters opened their homes to those who remained over night, and the time spent in Columbus will never be forgotten. I feel that I have not done justice to the subject, but even this poor attempt is better than to let the hospitality of Sister Cassell and Div. 52 go unmentioned. The next State meeting will be held with Div. 278 in Cleveland, in May. M.J.S.

#### Union Meeting

On Nov. 17, Divisions 53 and 182 held a union meeting for the Twin City Divisions in Minneapolis, Minn.

Sister Kattenberg, President of 53, opened the meeting. The visiting Presidents, numbering six, were escorted to the rostrum.

Sister Collins, Grand Sentinel, of St. Paul, was escorted in by the Guide and given the grand honors. The work of the day was about to begin when a surprise was given us. The Guide announced that another Grand Officer was in the anteroom and was instructed to admit her. She left the room and returned with Sister Murdock, our Grand President, whose coming had been kept a secret, and it was a complete surprise to the visiting Divisions.

After the applause had subsided, Sister Murdock was escorted to the rostrum and given the grand honors.

The ritual work was then exemplified by the different Divisions, after which we listened to some very interesting remarks by Sister Murdock and others.

At 6 o'clock we repaired to the dining room to partake of the bounteous repast which had been prepared. The table decorations were carnations and chrysanthemums. After the dinner a quilt which had been donated by Sisters Kattenberg and Martin was raffled off, which brought us \$30.

Sister Green, the musician of the day, was presented with a gift in appreciation of her services.

It was discovered that the Rev. Dr. Trimble, who had confirmed and married Sister Murdock, was residing in Minneapolis, so an auto was secured and Sister Murdock was taken to his home to spend the balance of the evening. She was delighted to be able to see Dr. Trimble, whom she had not seen for about thirty years, and who is now in his ninety-fourth year.

The Twin City Divisions have been holding Union meetings every three months and we hope to continue them, as we feel that we derive great benefits from them. COR. SEC. DIV. 53.

#### Notice

Wyoming Valley Div. 109 will hold the Union Circuit meeting in Wilkesbarre, Pa., on Wednesday, Feb. 21.

All Sisters are cordially invited to be with us. MRS. IRWIN MOYER.

#### Division News

DIVISION 546, Cleveland, O., met on a pleasant day in November for the purpose of inspection.

Sister Cassell, G. V. P., was the one who looked us over this time, and after a short morning session a splendid dinner was served in the building. Sister Garrett, G. G., came a little late, but was made welcome and was present at the afternoon session. After all forms were exemplified, 546 was more than elated when Sister Cassell said, "Your standing is 98 per cent and well done." Pleasing remarks were made by the Grand Officers for the good of the Order, and in remembrance of the pleasant occasion, Sister Freeman, President, presented Sister Cassell with a token of the love and esteem of Div. 546. ANNA DAVIS, Sec.

DIVISION 300, Amarillo, Texas, was inspected in December by Sister Oland, A. G. V.-P., of Fort Worth. Upon her arrival she was met by Sisters Anderson and Blake. While in our city she was the guest of Sister Blake. On the day of inspection an elaborate six-course dinner was served at the Harvey House. The decorations, place cards and favors were in the form of carnations. After partak-

ing of the splendid collation, we repaired to the hall, where the ritual work was completed, Sister Oland complimenting us on the different forms. Before closing, Sister Anderson, in behalf of the Division, presented Sister Oland with an elegant Pullman robe, and wishing to personally remember her, Sister Anderson gave her a traveling cap to match the robe.

Sister Oland accepted the gifts with much feeling. It is the wish of all members of Div. 300 that Sister Oland may have health and prosperity and be with us many more times. **TRIO DIVISION.**

**DIVISION 435, Delmar, Delaware,** recently had the honor of entertaining Sister Shaeffer, of Baltimore, who came to us as Inspector. She was the guest of Sister Yingling while in Delmar. This inspection had been looked forward to with a great deal of interest, as Sister Shaeffer is a favorite of this Division. An all-day session was held, and our only regret was that several of our members found it impossible to be with us, but all who were present enjoyed every minute of the pleasant day. At the close of the meeting our Inspector gave some helpful suggestions, encouraging us in our efforts for an interested Division governed by love and harmony.

Sister Parker, President, gave to Sister Shaeffer a lovely cut-glass vase as a token of love from Div. 435.

She in turn presented a vase of similar design to Sister Yingling, who has filled the chair of Past President for several years. The Secretary, Sister Phillips, was also remembered with a check in appreciation of her long and valuable service. Thus ended an enjoyable day.

**MEMBER OF DIV. 435.**

**DIVISION 486, Leavenworth, Wash.,** had the great pleasure of entertaining Sister Campbell, of Spokane, who came for the purpose of inspection. The day was profitably spent and a banquet served in the evening to which our husbands were invited. Later we went to the Masonic hall, where dancing was indulged in for a few hours.

When Sister Campbell returned to her

home she took with her a gift of remembrance from Div. 486. This was her third visit to our Division and we hope to have her again. **SEC.**

**DIVISION 54, Altoona, Wis.,** was inspected on a recent date by Sister Culkins, Organizer and Inspector. While in our city she was the guest of our President, Sister Babington, and a lunch was served at noon on the day of inspection by Sisters Jungck, LaPage, Jones and Lynch. The occasion was enjoyed and Sister Culkins was the recipient of a token of our esteem. **SEC.**

**DIVISION 334, located at Du Bois, Pa.,** celebrated its 12th anniversary Nov. 24, at the home of Sister Averill, in Punxsutawney. It was through the untiring efforts of Sisters Averill and Stone that this Division came into existence.

They made personal calls on all eligible women in our city at that time and succeeded in getting 23 names on the charter.

We were organized by Sister Murdock, assisted by Sisters Henretty, Nelson and Baker, of Bradford, Pa. In the twelve years of our existence we have lost several members by death and other causes, and now have 40 members.

Sisters Stone and Averill were our first President and Vice-President, and have always been ready to aid in every way possible.

The day spent in celebrating this anniversary at the new home of our Sister was one full of pleasure and all who could not go with us missed one of the very best days in the history of Div. 334.

**SECRETARY.**

**DIVISION 116, Columbus, Ohio,** held a public installation on the evening of Dec. 28. Through the courtesy of Brother Currihan, Chief of Div. 79, a hall was placed at our disposal, and our members, with husbands and families, witnessed the ceremony.

A program of music and reading was given and refreshments followed, after which a general good time was indulged in.

We hope to have more of these get-together times in the future. **COR. SEC.**

DIVISION 251, Houston, Tex., extends wishes to all sister Divisions and Grand Officers for a joyous and prosperous year.

At the beginning of 1916, this Division established an honor roll for attendance, and the result was most gratifying.

Every second meeting in the month is social day. The members are divided into groups, each group taking its turn at entertaining. We enjoy these meetings hugely.

During the past year our daughters entertained our Division, and invited Divisions 139 and 366, B. of L. E. The Brothers came and were more than welcome. They had an interesting program, followed by refreshments and dancing.

Each month a member donates some article, mostly fancy work, which we chance off in the Division room, and this money is donated to the Orphans' Fund. We have raised over \$15 in this way so far. We hope to do more in a helping and progressive way this year.

A MEMBER.

DIVISION 334, Champaign, Ill., on November 15, held an all-day session, entertaining the Inspector, Mrs. Belle Marsh, of Centralia, Ill. A pleasant day was spent, and we were complimented on the manner in which we did the work of the ritual, Sister Marsh praising the Guide especially. After the work of the day was completed, the President, at the request of the Division, gave the Inspector a cut-glass dish.

At 7 o'clock a four-course dinner was served to the members and their husbands. After spending a very pleasant evening we went to our homes, anticipating our next social affair. SEC. 334.

DIVISION 494, Kansas City, Kans., has been in a prosperous condition the past year, gaining several new members and more to follow. Numerous social affairs have helped financially.

Our sociability has been unlimited, and the true sisterly spirit prevails. Sister Crittenden came to us as our Inspector. Her instructions were very helpful, and all enjoyed the day. A reception was given Sister Crittenden at the home of

the President, Sister Cookson, and an enjoyable evening was spent.

We hope to have the A. G. V.-P. with us again, as she endeared herself to all while with us as our Inspector.

COR. SEC.

DIVISION 277, Portsmouth, Va., held an all-day session on Nov. 9, the occasion being inspection day, to which we had looked forward for weeks.

Sister Beaver, of Salisbury, N. C., was our instructor, and she was so kind in her corrections that we all fell in love with her and would like to have her with us often. A silver tea strainer was given Sister Beaver as a little reminder of her visit to Div. 277.

A reception was held in the evening at the home of Sister Croake. The rooms were beautifully decorated with plants, flowers and autumn leaves. An interesting program, arranged by Sister Jewett, was greatly enjoyed. Talks were given for the good of the Order, and refreshments served by the daughters of our members. We extend greetings to all Sisters. May the New Year bring success to all.

COR. SEC.

DIVISION 193, Youngstown, O., combined the work of installation and inspection, holding an all-day meeting for the purpose on Jan. 3. Sister Howard, of Newark, came to us as Inspector, and received a hearty welcome.

Our Division is comparatively new and we felt encouraged by the praise and encouragement given us by Sister Howard.

The entire day was one of pleasure, and to show our appreciation Sister Howard was the recipient of a piece of money, for which she thanked the Division and wished us every success. As we bade her good-by, it was the wish of all that we might have her with us as our next Inspector. SECRETARY DIV. 193.

DIVISION 181, Denison, Texas, was inspected on Nov. 1 by Sister A. J. Torbet, of San Antonio. The day was ideal and all work was done to the entire satisfaction of the Inspector.

We were pleased to have with us upon this occasion Sisters from Hiawatha Divi-

sion, Sherman, Texas. Sister Rader, in behalf of the Division, presented Sister Torbet with a set of silver salad forks, which she accepted in her own gracious manner.

In the evening a reception was held in the home of our President, to which our visitors and Brother Engineers were invited. Musical numbers were given by Miss Ethel Rader and Mrs. Kelly Bruce. A short play was given by members of our Division.

The play was supposed to be "A called meeting of the executive council of the G. I. A." to determine what should be done with three Texas Divisions, namely, Mistletoe and Hiawatha of Denison, and Athens of Sherman. The Inspectors had reported that these Divisions had failed in their inspection. Sisters Oland and Torbet, the Inspectors, were present to defend their reports. These reports were humorous in criticism of officers and answers to questions on By-laws, and the decision of the council was that these Divisions should have their charters taken from them. After urgent appeals from the Inspectors, the Grand President remanded them and gave them another chance. Amid rounds of applause, the council adjourned.

Refreshments were served and a pleasant evening came to an end. SEC. 181.

DIVISION 116, Columbus, Ohio, enjoyed the hospitality of the retiring President, Sister Owen, who entertained the members on the afternoon of Dec. 14. Knowing of the treat in store for them, the guests did not come empty handed.

Sister Owen was the recipient of a handsome mahogany serving tray and a huge bouquet of carnations. This was in appreciation of her untiring efforts and splendid work for the betterment of the Division while in the chair. The gift was gracefully acknowledged by the hostess, who immediately set about to make her guests happy. A three-course luncheon was served, at which Sister Owen presided in her own gracious way.  
COR. SEC.

DIVISION 540, Paducah, Ky, held an all-day meeting recently for the purpose

of inspection. Sister Pettingill was our Inspector, and was the guest of Sister Barkley while in the city. We were complimented on our work, which pleased us greatly, as we are still in our infancy. Sister Pettingill gave us a talk on Insurance, urging all to take out one or more policies. Sister Barkley, President, on behalf of the Division presented the Inspector with a silver pie server.

Sister Pettingill's visits are always an inspiration to us and we wish she could be with us more often. SEC.

DIVISION 410, Jersey City, N. J., celebrated the ninth birthday of the Division in fine style last October; have been rather quiet since, until January 4, at which time we had our installation of officers. There were 35 members present, among them many who had been unable to attend for some time. Sister Terhune, Vice-President, gave a talk, urging the Sisters to be faithful in attendance. As we enter the glad new year we want to do our share to make the widow and orphan happy.

Division 410 sends greetings to all Grand Officers and Sister Divisions for a Happy New Year.

DIVISION 289, Peru, Ind., had their installation of officers the first meeting in January. Sister Bickel having served the Division as President the past year in such a successful and pleasing manner, was re-elected. Mrs. Bickel gave one of the most beautiful and helpful talks after installation, and all members present were inspired to greater efforts for the coming year by her earnest words.

After the close of the meeting a two-course luncheon was served. It was also the birthday of Sisters Ernest and Leahy, and a surprise in the way of a birthday cake, with candles, was presented, Sister Mead acting as toastmaster. It is such enjoyable occasions as this that help strengthen the tie that binds.

SECRETARY.

DIVISION 507, Raleigh, N. C., held a public installation in the presence of a number of Brothers and friends. The Sisters all looked very beautiful in their dresses of white and we felt very proud



of them. Refreshments were served, and Mrs. Walter Horton added to the pleasure of the evening by giving a reading entitled the "Jiner." W. A. H.

### Membership, Quarter Ending Jan. 1, 1917

Total membership Oct. 1, 1916.....	25,518
Total number admitted during fourth quarter .....	371
Total number forfeited during fourth quarter by death, withdrawals, transfers and suspension .....	134
Total gain during fourth quarter .....	237

Total membership Jan. 1, 1917 ..... 25,755

Respectfully submitted,  
MRS. EFFIE E. MERRILL, Grand Sec.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Feb. 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Feb. 23, 1917.

#### SERIES A

##### ASSESSMENT No. 246A

Houston, Texas, Nov. 20, 1916, of tuberculosis, Sister J. S. Frampton, of Div. 251, aged 41 years. Carried two certificates, dated Sept. 27, 1911, payable to J. S. Frampton, husband.

##### ASSESSMENT No. 247A

Springfield, Mo., Dec. 4, 1916, of chronic myocarditis, Sister Ella Hall, of Div. 84, aged 53 years. Carried one certificate, dated June, 1907, payable to W. I. Hall, husband.

##### ASSESSMENT No. 248A

St. Albans, Vt., Dec. 9, 1916, of cancer, Sister Agnes P. Berger, of Div. 114, aged 56 years. Carried two certificates, dated July, 1899, payable to Mrs. Matilda Harvy, daughter.

##### ASSESSMENT No. 249A

Detroit, Mich., Dec. 9, 1916, of diabetes, Sister Mary C. Martin, of Div. 17, aged 61 years. Carried one certificate, dated April, 1905, payable to Kathleen Martin, daughter.

##### ASSESSMENT No. 250A

Centerville, Ia., Dec. 15, 1916, of intestinal nephritis, Sister Lizzie Johnson, of Div. 418, aged 49 years. Carried one certificate, dated Sept., 1912, payable to W. T. Johnson, husband.

##### ASSESSMENT No. 251A

Boston, Mass., Dec. 17, 1916, of arterio sclerosis, Sister Annie Batchelder, of Div. 99, aged 56 years. Carried two certificates, dated July, 1904, payable to William F. Batchelder, husband.

##### ASSESSMENT No. 252A

Rochester, N. Y., Dec. 20, 1916, of apoplexy, Sister Mary J. Hall, of Div. 11, aged 78 years. Carried two certificates, dated March, 1896, March, 1898, payable to Carrie McDonald and Jennie Turk, daughters.

##### ASSESSMENT No. 253A

Terre Haute, Ind., Dec. 27, 1916, of spinal meningitis, Sister Elizabeth Davy, of Div. 23, aged 45 years. Carried two certificates, dated Nov., 1912, payable to Harry Davy, husband, Maxwell Wheeler, son.

##### ASSESSMENT No. 254A

Jersey City, N. J., Dec. 27, 1916, of chronic myocarditis, Sister Bridget Kaleher, of 410, aged 47 years. Carried two certificates, dated June, 1912, payable to Daniel Kaleher, husband.

##### ASSESSMENT No. 255A

Baltimore, Md., Dec. 30, 1916, of valvular heart disease, Sister Jennie Hampton, of Div. 172, aged 56 years. Carried one certificate, dated Nov., 1908, payable to Harry Hampton, husband.

##### ASSESSMENT No. 256A

Decatur, Ill., Jan. 1, 1917, of apoplexy, Sister Ida M. Jones, of Div. 252, aged 52 years. Carried two certificates, dated July, 1909, payable to Ninetta Cash, Vivian Jones, daughters; Oliver, Harold, William and Amos Jones, sons. ☼

##### ASSESSMENT No. 257A

Terre Haute, Ind., Jan. 2, 1917, of cancer, Sister Clara B. Schofield, of Div. 23, aged 52 years. Carried one certificate, dated Feb., 1907, payable to Charley Schofield, husband.

##### ASSESSMENT No. 258A

New Haven, Conn., Jan. 2, 1917, of pneumonia, Sister Frances Graham, of Div. 177, aged 69 years. Carried two certificates, dated Jan., 1897, payable to Wm. Graham, husband, and Bertha E. Wilmot, daughter.

##### ASSESSMENT No. 259A

Corning, N. Y., Jan. 3, 1917, of pneumonia, Sister Anna Purcell, of Div. 23, aged 59 years. Carried one certificate, dated March, 1907, payable to Catherine Purcell Swain, daughter.

##### ASSESSMENT No. 260A

Ashtabula, Ohio, Jan. 4, 1917, of apoplexy, Sister Aggie L. Bates, of Div. 147, aged 67 years. Carried one certificate, dated Oct., 1897, payable to Henry F. Bates, husband.

Members will pay their Insurance Secretaries on or before Feb. 23, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 215A and 216A—11,702 in the first class, and 6,136 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

Q. I have a question I would like to have answered in the Air Brake Department of our JOURNAL. We have two passenger trains in our territory that extends over two divisions making a run of 208 miles, and being a local train, we have 44 stops to make. The time is very fast for the work we have to do, and the stops to be made, and several of our engineers have been criticised for rough handling of the air brakes in making the stops.

Our train consists of one baggage, one mail, one observation and one chair car. The engine and tank and the baggage and mail cars are equipped with the old automatic brake, while the observation and chair cars have the high speed equipment.

In making a stop, it seems that the brakes set on the engine, mail and baggage cars on the first application, and on the second application it seems that the brakes go into emergency on the rear end of the train, causing the stop to be made too soon, and this requires a release, requiring a third application to complete the stop. Now if we get certain cars and engines on a trip we are not bothered, but with other cars and engines we are criticised for rough handling, yet it is claimed that the equipment is in first-class condition, and that the trouble is not in the brakes but is caused by poor judgment on the part of the engineer. Some of these engineers have been handling passenger equipment for twenty-five years and I am not inclined to think they are failures at this late date. If you can throw any light on the above it will be greatly appreciated by the men handling these trains. C. L. M.

A. That a four-car train is not being handled smoothly certainly indicates something wrong, as, in the judgment of the writer, there should be no shock in

either stopping or starting a train of this length. The trouble in this case may be due to poor judgment or improper manipulation on the part of the engineer, or to a mixed type of brakes, or brakes not in condition, or a combination of both engineer and brakes. In braking a local passenger train, especially where the time is short, there is a tendency on the part of the engineer to make as much time as possible by use of the brake; and in this he is, in a measure, justified. However, where smoothness of service is the first thought in braking a train, some little time must be sacrificed in securing it.

The following method is suggested, and if carefully followed out should bring about the desired results. Assume we have a train running at high speed: let the first reduction be about seven or eight pounds, and when the slack has had time to adjust itself a further reduction of eight or ten pounds be made, and this application be held applied until the train speed be reduced to twelve or fifteen miles per hour, when the brakes should be released and the stop completed with a light application of say five to seven pounds.

Speaking generally, it will be found that in handling trains of this length the best results will be obtained by making a release of the brake just before the stop is completed. We might, however, cite an exception to this, as, where a heavy engine is used and the engine brakes somewhat slow in releasing, it will be found that the car trucks, in righting themselves, will cause a quick run-in of the cars against the heavy engine, causing a shock to the train, and at a time when it will be very noticeable, as at this time passengers leaving the train are on their feet.

Where this condition exists it will be found best to hold the brake applied until the stop is completed. But, here again, it must be remembered that the application held applied must be a light one or shock to the train will be had due to the recoil. You state that the engine and first two cars of your train are equipped with the old automatic brake, while the other two cars have the high speed brake.

This, of course, means that your train is not a high speed braked train (high pressure braked train); therefore, the two high speed brake cars would in no way be responsible for your trouble.

However, if the two rear cars are equipped with the L-N type of brake, and the supplementary reservoirs are cut in, an action something similar to what you state may be had on the second application. This is due to the quick recharge of the auxiliary reservoirs on these cars caused by air coming from the supplementary reservoir when the triple valve moves to release position following the first application. (See the Jan. issue of the JOURNAL for a description of the operation of this equipment.) This does not mean that the brakes on these two cars apply in emergency, but rather that they will reapply in a service application with a lighter reduction of brake-pipe pressure than will the brakes on the engine and first two cars, due to their auxiliary reservoirs being recharged more quickly by air coming from the supplementary reservoir. Where cars with the L-N equipment are placed in trains having the standard quick action valve it is customary to cut out the supplementary reservoir, which can be done by closing the cut-out cock leading to it. However, the rules of the railroad company must govern in this case; that is, if the rules prohibit the cutting out of this reservoir the same must not be done.

The effect of the quick recharge of the auxiliary reservoir on the cars having the L-N equipment may be overcome by allowing a greater length of time between the first and second application of the brake, which means to allow sufficient time for the auxiliaries on the engine and first two cars to recharge to a pressure equal to that which may be obtained in the auxiliaries of the cars with the L-N equipment.

If the suggestions here offered do not cover your case kindly write again and state more fully the conditions.

#### LOCOMOTIVE BRAKE APPLIES WITH BRAKE VALVES IN RUNNING POSITION

**Q.** I am running an engine equipped with the Westinghouse E-T type of brake, the distributing valve having a plain cap.

When the valve is in release position the pressure chamber seems to overcharge, for when the valve is put in running position the engine brake will apply, the the brake-cylinder pressure going as high as 65 pounds, and this causes considerable trouble when braking a train on a grade.

About a month ago I reported the gasket between the distributing valve and its reservoir, and for about fifteen days the trouble disappeared, but now the valve is acting the same as before. I made an inspection of the new gasket, as I thought it was leaking across to the pressure chamber port, but found the gasket O. K.; therefore, am led to believe that the trouble is somewhere else. As I am working on an outpost job, and do not get to the shop very often, would ask if you will help me out. **NEW RUNNER.**

**A.** For the brake to apply while the automatic and independent brake valves are in running position, it is necessary that the equalizing piston and its slide valve be moved from release position; as when this valve is in release position and both brake valves in running position the application chamber and cylinder are open to the atmosphere, which, of course, would prevent the brake applying. Now, for the equalizing piston and slide valve to move from release position it is necessary that the brake-pipe pressure be reduced below that in the pressure chamber or that the pressure-chamber pressure be increased above that in the brake pipe.

Judging from your question, the trouble you are having is in grade work, and as it is customary in this class of work to leave the brake-valve handle in release position for a considerable length of time between applications, it is possible that the reason for the brake reapplying is due to the pressure chamber being overcharged while the brake-valve handle was in release position, and when moved to running position the brake-pipe pressure dropping to the adjustment of the feed valve, will cause the equalizing piston and its slide valve to move from release position. The question might now be asked: Will the overcharge obtained in this manner cause the high brake-cylinder pressure referred to?

The answer is: It will not, unless a very

high main reservoir pressure is carried and the brake pipe comparatively short.

But now the equalizing slide valve is moved from release position, that is, the application chamber and cylinder is cut off from the exhaust, and any leakage of main reservoir air into these chambers will cause the pressure to build up to the adjustment of the safety valve.

Leakage of main reservoir air into the application chamber and cylinder may come past the distributing valve gasket, that is, the gasket you have examined, or past the rotary valve in the automatic brake valve.

Leakage past the distributing valve gasket, or rotary valve, will cause a blow at the direct exhaust port of the automatic brake valve when the brake is released and both independent and automatic brake valves are in running position. Therefore, if there be no blow at the exhaust port it is reasonable to assume that your trouble is due to the pressure chamber being overcharged, caused by leaving the automatic brake-valve handle in release position for too great a time.

#### CRACKED PISTON

Q. I notice on page 982 of the November issue where H. A. R. asks for the cause of water in the main reservoir, and your very instructive answer. However, I do not think that you have cracked the nut, as it has been my experience in cases of this kind to find a crack or flaw in either of the piston rods extending into the hollow or drilled part of the rod.

When the pump is in operation the hollow part of the rod is filled with steam and extends into the air cylinder of the pump on every stroke, and if the piston has such a flaw it will allow steam and condensation to get into the air cylinder and of course it will go to the main reservoir and the braking system.

Cases of this kind are very rare, but as this is one of the most obscure and also one of the most dangerous flaws that an engineer is put up against in cold weather, I would suggest that you publish this, as I have had experience of this nature, while roundhouse foreman, with both New York and Westinghouse pumps.

A. J.

A. Your point is indeed very well taken, as where this condition exists steam will be free to enter the air cylinder on each down stroke of the piston. However, this will not answer the question asked by H. A. R. as you will notice that he speaks of keeping the piston rods well packed, from which it may be inferred that there is no escaping steam around the piston rod where it passes from one cylinder to the other.

Now as that part of the piston rod which is bored to receive the tappet rod travels entirely out of the air cylinder on the down stroke of the piston it would mean that if the piston were cracked, steam would blow to the atmosphere as the cracked part of the piston moved from the steam to the air cylinder.

#### SAFETY VALVE HELD OPEN

Q. In reply to a question in December JOURNAL asked by J. G. N., as to why the E-T brake failed to apply, and also asking for a cause of distributing valve making a loud rumbling noise when air was cut into train, and engine brake failing to apply, but applying after making three stops, would not this trouble be caused by dirt or scale getting under valve in safety valve of distributing valve? As safety valve is connected to application cylinder at all times, except in service lap, if dirt or scale gets between the valve and its seat, would it not prevent engine brake from applying, as in this case air from the pressure chamber could flow to the application cylinder and chamber but would escape to the atmosphere through the defective safety valve, thus preventing the engine brake from applying? After making three or four applications the dirt or scale may have been dislodged from seat of the safety valve, allowing it to again seat properly, thus permitting the engine brake to apply. Reason for distributing valve making rumbling noise was due to safety valve allowing application cylinder pressure to escape to the atmosphere when the train was cut in.

T. J. B.

A. Your solution of the question is a very plausible one and, if we can accept the loud rumbling noise for the popping noise, your answer is, no doubt, correct.

## FAILURE OF BRAKE-PIPE EXHAUST TO OPEN

**Q.** Here is another criticism which I wish to offer to the answer given to the second question asked by J. G. M., as to the failure of the equalizing piston to unseat the brake-pipe exhaust valve when the brake-pipe branch pipe to the distributing valve was broken off. Would not this trouble be due to failure of plug in broken pipe making a tight joint? In order to cause equalizing piston to unseat the brake-pipe exhaust valve, the pressure in chamber D must be reduced below that in the brake pipe, and with heavy brake-pipe leakage this can not be done; that is, with heavy brake-pipe leakage the pressure under the equalizing piston will drop as quickly as will chamber D pressure when the brake-valve handle is moved to service position; therefore the equalizing piston will not rise to unseat the brake-pipe exhaust valve, which means that no exhaust will be had at the brake valve. T. J. B.

**A.** What you say is true in regard to not getting an exhaust of air at the brake-pipe exhaust port when the automatic brake-valve handle is moved to service position; this, when leakage drops the brake-pipe pressure as fast or faster than chamber D and the equalizing reservoir pressure can be reduced through the preliminary exhaust port. But failure to get the exhaust in this case does not mean that the brakes will not apply, for they will apply as quickly, or even quicker than where the reduction is made at the brake valve. You failed to note that part of the question in which he states that the braking had to be done in emergency position, and it is this part of the question which governed the reply made.

## PUMP TESTS

**Q.** Will you please answer the following through the Air Brake Department? What rule, if any, is used to calculate the efficiency of an air pump? Putting this another way, how may it be known when a pump is doing all it is intended to do; and how may it be known when a pump should be shopped? Our engines are equipped with Westinghouse 9½ and 11-inch pumps, and what I am after is some form of test to put these pumps through,

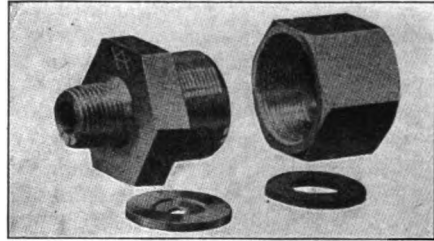


Fig. 1. Disassembling view of disk holder, with disk both when they come from the shop and before being sent to the shop.

Our present method is to take the word of the air-brake man as to proper repairs being made while pump is in the shop; and the engineer's word, as to when the pump is worn out, and this, in all cases, is not satisfactory. I am therefore asking if you will give me a line on this.

## ROUNDHOUSE.

**A.** Your thought of having some means of testing the air pump is certainly along the right line, as the pump, being the life of the air brake, its condition should be known to both engineman and shopman.

The efficiency of an air pump is generally determined by requiring the pump to maintain some predetermined pressure in the main reservoir against a certain amount of leakage from the reservoir. This amount of leakage is controlled by a very carefully measured opening from the main reservoir to the atmosphere.

The device generally used in measuring or controlling the escaping air from the main reservoir is shown in Fig. 1, which

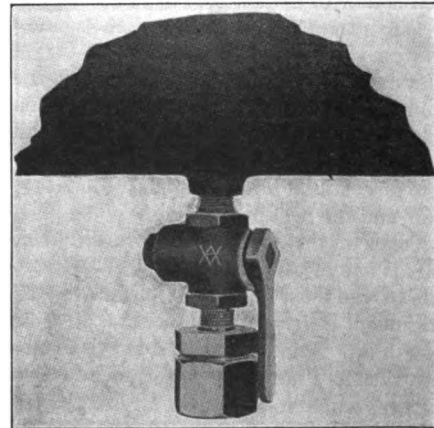


Fig. 2. Showing orifice disk holder, screwed into main reservoir drain cock

is a disassembled view showing the disk-holder and disk. Fig. 2 shows the orifice disk holder screwed into the main reservoir drain cock, as when making a test.

The following table may be used to good advantage, as here is shown the size of pump, speed of pump, air pressure for pump to work against, also maximum and minimum efficiency of pump. This test may be varied from in either direction, as the service exacted of the pump may require:

Kind of pump	Air pressure	Efficiency 100%	Con-demning	Single strokes per minute
9½ in.	70 lbs.	½½	½½	103
11 in.	70 lbs.	½½	½½	92

In carrying out this work the main reservoir should first be tested for leakage. This may be done by placing the automatic brake valve in lap position, and charging the reservoir to a pressure equal to the adjustment of the pump governor; then stop the pump and note the leakage in a given time. It should not exceed two pounds per minute, as leakage in excess of this amount will interfere with the proper testing of the pump, and will indicate a poorer condition of the pump, due to the extra work required to overcome the leakage. Desiring to test out a pump, according to the above table, the first thing to do is to place the proper size orifice in the disk holder and screw it into the main reservoir drain cock. Then, with the automatic brake-valve handle in lap position, charge the reservoir to 70 pounds. Next,

open the main reservoir drain cock, and throttle the steam to the pump until the main reservoir pressure is maintained at 70 pounds. Then count the number of strokes of the pump required to maintain this pressure during one minute. The number of strokes must not exceed that shown in the table.

#### STRAIGHT AIR BRAKE FAILS TO RELEASE

Q. Will you kindly answer the following question on the operation of the straight air brake? My engine is equipped with the G-6 equipment and here of late I have been bothered by the straight air brake not releasing when the handle of the straight air-brake valve is moved to release position following an application; and the only way I can get it to release is by making an application with the automatic brake valve and then going to release and back to running position. Now my understanding of this equipment is that the automatic and straight air are separate and independent from each other, and if I am right in this, why is it necessary to use the automatic brake valve to secure a release of the straight air brake? I have found it necessary to use the straight air-brake valve to secure a release of the automatic brake, but it is necessary, at times, to use the automatic brake valve to release the straight air. I have the driver brake piston travel adjusted to five inches and the tender at

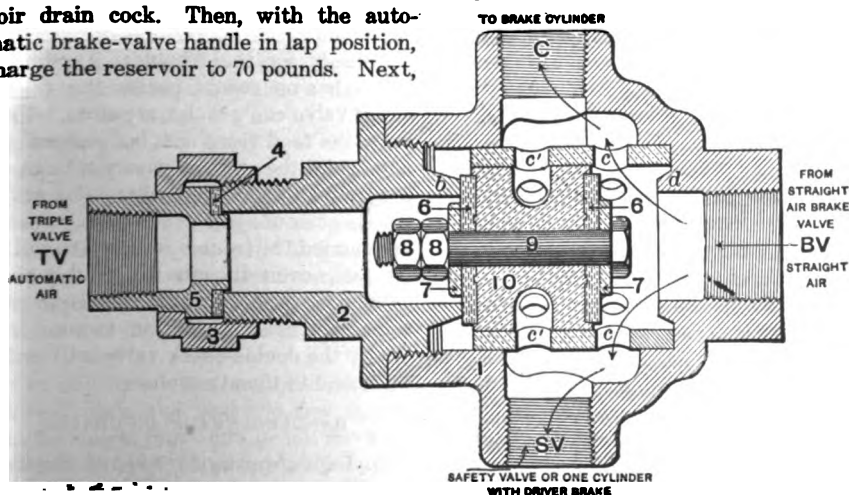


Fig. 3. No. 2 Double Check Valve in Straight Air Brake Position

seven inches, and find no leakage in the equipment; now where is the trouble?

#### RUNNER.

A. Your understanding of this equipment, as to the automatic and straight air being independent of each other, is correct, with the exception that the same brake-cylinder pipe is used in conducting air to the brake cylinders; and it is where the pipe coming from the triple valve and straight air-brake valve joins the pipe going to the brake cylinders—at the double-throw check valve—that the trouble is to be found, at least in part. That the brake failed to release when the straight air-brake valve handle was placed in release position, means, of course, that the air did not leave the brake cylinders, therefore we must look for that which prevented it. This may best be understood by referring to Fig. 3, which is a cross-sectional view of the double-check valve. When a straight air application of the brake is made, air from the straight air-brake valve on its way to the brake cylinders enters the double-check valve at the connection marked BV, forcing the piston valve 10 to the left against the seat *b*, thus preventing any escape of air to the triple valve through the connection TV. At the same time port *c* is open, affording a free passage for air between the straight air-brake valve and the brake cylinders through the connection C.

Let us now imagine the straight air brake applied and leakage past the piston valve at its seat *b*; this would permit air coming from the straight air-brake valve to flow through the connection TV to the triple valve, and out the triple exhaust port to the atmosphere. But if the triple valve be moved from release position, its exhaust port will be closed, and any air leaking by the piston valve will be bottled up and form a pressure on the triple valve side of the double-check valve. Now, when the straight air-brake valve handle is moved to release position, the pressure dropping on the straight air side of the double-check valve, below that bottled up on the automatic side, the piston valve will be forced to its seat *d* at the right,

closing the opening to the straight air-brake valve, thus holding the air in the cylinders, keeping the brake applied until the triple valve moves to release position; and it is in this way that the triple valve takes part in a release of the straight air brake. The question might now be raised: With the automatic brake-valve handle in running position, what caused the triple valve to move from release position? This may be caused by a nonsensitive feed valve permitting the brake-pipe pressure to vary; the feed valve or pump governor improperly adjusted, or leakage of main reservoir air into the brake pipe causing a loss of the excess pressure; the brake pipe overcharged, due to the automatic brake-valve handle being left in release position for too great a length of time. To test the feed valve for sensitiveness: With the pressure pumped up create a brake-pipe leak of from seven to ten pounds per minute and note the black hand; if the brake-pipe pressure varies more than two pounds the valve needs cleaning. To test the double-check valve for leakage, with the pressure pumped up and brakes released, learn if there be any blow at the triple valve exhaust port; finding none, set the straight air brake, then move the handle of the automatic brake valve to release position (this to insure the triple valve remaining in release position); any leakage past the double-check valve will cause a blow at the triple valve exhaust port.

Remedy for the trouble: As the engineer has no repair parts, the double-check valve can not be repaired. However, the feed valve can be cleaned and adjusted, the pump governor can be properly adjusted, and where the proper excess pressure and brake-pipe pressure are carried the trouble referred to will not be had, even though the double-check valve does leak, as where the triple valve remains in release position, any air leaking by the double-check valve will be free to escape to the atmosphere.

#### HANDLING TRAINS ON GRADES

Q. I am a constant reader of the Technical Department of our JOURNAL and find some very interesting questions and an-

swers in both the machinery and air-brake columns. Now I would like to ask a question on the air brake: In handling a train on a heavy grade, how can it be known when the train is getting the best of you; that is, can you tell from your gauge as to whether you are losing control of the train? While this question may look simple to the man in the level country, yet to the man in the mountains it is a leading question. I would most gladly thank you for an answer to this, and would ask the Brothers in mountain service to criticise the answer given, as it is by the exchange of ideas that we arrive at or near the point of perfection.

MOUNTAIN ENGINEER.

A. Your question is not as complete as it might be, as you do not state the per cent of grade or tonnage handled. However, it may be stated that where a 10 to 12-pound reduction does not reduce the speed to that desired, or where the brakes can not be fully recharged before the train begins to accelerate speed materially, one may judge whether you had any reserve braking power above that necessary to prevent a gain in speed. Where a 20-pound reduction has been made in controlling a train, and the application was not sufficient to make the desired stop, or where the speed did not continue to decrease, it may be considered good judgment to immediately call for hand brakes and bring the train to a full stop. Following this there should be an understanding between the enginemen and trainmen that a sufficient number of hand brakes should be used to insure the safe control of the train.

In beginning the descent of a heavy grade, the speed should be as low as possible and the air brakes should be applied as soon as the speed begins to pick up. No mistake will be made in keeping the speed below 10 miles per hour for the first mile of a descending grade, to determine if the air brake will control the train.

If at any time while on a grade the engineman finds the brake power insufficient he should immediately call for hand brakes and apply the air brakes fully for the purpose of bringing the train to a full stop.

#### SHORT-CYCLE METHOD OF BRAKING

Q. Will you please explain what is meant by the short-cycle method of braking and when it should be used?

MOUNTAIN ENGINEER.

A. The short-cycle method of braking should be used when handling trains on grades; and, speaking generally, means that the brakes should be applied every time the auxiliary reservoirs are recharged, and released as soon as the speed begins to reduce from the effect of the application. The advantage of this method of braking is, the auxiliary reservoirs can be kept more nearly charged to the maximum pressure, and the train speed held more uniformly.

#### LEAKAGE GROOVE

Q. In reading an article recently on air brake, mention was made of the leakage groove, and I would like to ask what is the purpose of this groove, and where is it located?

G. G. B.

A. The leakage groove is located in the side and at the pressure end of the brake cylinder; its purpose is to allow any air leaking into the brake cylinder to leak past the piston to the atmosphere; thus preventing the brake applying where any light leakage may come to the brake cylinder.

#### BROKEN GRADUATING PIN

Q. Will you kindly answer the following and settle a much-discussed question? Will a broken graduating pin in a Westinghouse quick-action triple valve cause the brakes to apply in emergency when a service reduction is made?

L. G. R.

A. The position the triple valve will move to is independent on the length of the train or, to be more correct, on the rate of reduction of brake-pipe pressure. Where the graduating pin is broken the graduating valve will not be unseated when the triple piston makes its first movement toward application position. This prevents the auxiliary air flowing through the service ports to the brake cylinder when the triple valve moves to service position; and when a sufficient difference in pressure is created, due to the brake-pipe pressure being reduced, the triple piston and its slide valve will move toward emergency position.



In moving toward emergency position, the triple piston meets with the resistance of the graduating spring, which has a tendency to prevent this movement, and where the reduction of brake-pipe pressure is slow, as with a long train, the emergency port in the seat of the slide valve is opened so gradually that the auxiliary air will slowly feed through this port to the chamber above the emergency piston, and past this piston to the brake cylinder. But where the train is short and the reduction of brake-pipe pressure more rapid, the triple piston and its slide valve will move to full emergency position, creating a full opening of the emergency port in the slide valve seat, causing the brake to apply in quick action.

#### EFFECT OF A LEAKY GRADUATING VALVE

**Q.** Will a leaky graduating valve cause wheels to slide when a light application of the brake is made, due to its allowing more air to go to the brake cylinder than intended? I had a case where the drivers picked up on the second application, and the reduction made was a light one, and the only way I can figure it out is that the graduating valve was leaking and allowed a high-brake cylinder pressure to build up when a light reduction was made.

L. G. R.

**A.** Where the brake pipe is free from leakage a leaky graduating valve will cause the brake to release almost as soon as the brake-valve handle is returned to lap position, as auxiliary reservoir air will continue to flow to the brake cylinder after the triple piston and graduating valve have moved back to lap position, thus reducing the auxiliary pressure below that in the brake pipe, causing the triple to move to release position. However, where the brake-pipe pressure, due to leakage, continues to drop after the brake-valve handle has been moved to lap position, and its pressure reduces as fast as the auxiliary pressure is being reduced past the leaky graduating valve, the triple valve will remain in lap, therefore the brake will not release.

To test a graduating valve for leakage proceed as follows:

First. The brake-pipe leakage should be reduced to a minimum; then make a

reduction of seven or eight pounds and move the brake-valve handle to lap position; if the valve is leaking, the triple will move to release position and release the brake. Again, with the brake fully charged make a 20-pound reduction, and the brakes should stay set.

The reason for the brake not releasing following a full application is, in this case the air pressure has equalized between the auxiliary reservoir and brake cylinder, therefore no leakage can take place past the defective graduating valve.

#### RECHARGING AUXILIARY RESERVOIR

**Q.** Will you please let me know if an auxiliary reservoir can be recharged without releasing the brake? I do not mean where the brake is held applied by the use of a retaining valve, but where the triple valve does not move to release position can this be done?

R. C. M.

**A.** Where the triple piston packing ring forms an air-tight fit in the piston bushing the auxiliary reservoir can not be recharged without the brake releasing, as the feed port through which the auxiliary is charged does not open until after the exhaust port is open, thus starting the release of the brake first and the recharge of the auxiliary afterwards. However, where the triple piston packing ring does not form an air-tight fit in the piston bushing, and again, where the rise of brake-pipe pressure is comparatively slow, air may leak past the piston and recharge the auxiliary reservoir, thereby holding the pressures balanced on both sides of the triple piston, preventing its movement to release position, and now we have what is called a *stuck brake*.

#### Questions and Answers

BY JAMES GREGORY

**Q.** Since the saving of coal has been given so much attention here, we have adopted the bridge over top of nozzle to improve the steaming of engines. We have also done away with the petticoat pipe and we have better steaming engines, with greater nozzle area, than before these changes were made. No one seems to be able to connect the changes with the results gained, except in a gen-

eral way. What reasons could you assign for the improvement? We have also increased the tonnage on freight trains. We run a low nozzle. W. R., Div. 10.

A. The results you state, as well as the changes, show they are closely related. The first improvement was in the dispensing with the petticoat, or draft pipe. This change called for a stack extension within the front end, which is much superior to the draft pipe, that merely served to convey the exhaust into the stack, which it often did in a most imperfect manner, through faulty proportion or adjustment. The longer stack provides for a more continuous draft circulation instead of the intermittent pulsating action so clearly evident at the ordinary speed of freight trains, so noticeable on engines having the short stacks. This change made possible the increase in nozzle area, also train tonnage, as large nozzle area meant reduced internal resistance.

Q. What is the principle on which the bridge operates to improve an engine's draft? We are taught that the exhaust steam should not fill the stack, which it seems to do with the bridge, and with good results. W. R., Div. 10.

A. The virtue of the bridge seems to be due to two things. It serves to break the force of the exhaust discharge without seriously affecting the power of the engine, as by causing excessive back pressure, and by doing so permits the exhaust and the gases of draft circulation to combine in their passage from nozzle to stack and through it in a most natural and efficient manner. The exhaust steam does not fill the stack as is thought when bridge is used.

The influence of the exhaust between its passage from nozzle top to stack is the result of its friction with and consequent tendency to induce circulation of the gases of combustion by induction, by contact with them, and the greater area given to any volume of steam under such conditions, the more efficient it will be in that respect, and the splitting of the exhaust column, by the bridge, enlarges the area, or diameter of the exhaust column so as to lend it that efficiency.

It may seem that there is some sacrifice in force of exhaust discharge caused

by the obstruction of the bridge, also that the action of steam filling the stack is in opposition to recognized principles relating to artificial draft in the locomotive, but it is merely an illustration of the triumph of practice over theory. The loss of exhaust force due to the obstruction of the bridge is overcome by the greater entraining effect of the increased area of exhaust column resulting also; this spreading of the exhaust, while detracting from its force, leaves it so that it readily lends itself to the compressing action of the gases' circulation by which it is compressed, so as to confine it in a central column within the stack surrounded by this compressing force which guides it perfectly true through the stack in a way to promote an ideal draft. This action will also correct faults of alignment that would really prevent proper draft if the force of exhaust had been permitted to discharge directly into the stack without the intervention of the nozzle bridge, for the reason that the more dense steam column would not be influenced by the force of the circulation it created, as in other case, so that if the direction of the exhaust was out of line with stack, it would spend much of its force against its sides, thus impairing the efficiency of the exhaust for producing draft.

Q. What is the longest freight train ever hauled by one locomotive? Where was it hauled? By which type of engine? M. S.

A. The longest freight train hauled by one locomotive, that the writer can recall, was on the Erie Road. It was a test train of 251 loaded gondolas having a total weight of 17,912 tons. The engine was what is known as the Erie Triplex, built by the Baldwin Company, cut of which may be found on page 353, April (1916) JOURNAL.

Q. Is an engine liable to break a side rod or knock a pin off if the wedges are down, or some up and others down?

W. R. S.

A. There was a time when the position of wedges had much to do with the results you refer to, but we have changed the construction of locomotives somewhat of late years, so it may be said that with

our experience with the pooled engine comes a belief that there is not much danger of rods or pins breaking because of the adjustment of wedges. There is no denying the excessive strain such conditions impose on the parts named, but the margin of strength seems to be sufficient to stand it.

**Q.** When grease was first used on pins there was a spring and follower in the cup to force the grease down on a pin while there was any in cup. The later grease cups require screwing down of plug before every trip, no matter how much grease is in cup. I think the automatic cup is the best. Is it not?

**W. R. S.**

**A.** There is a difference in the consistency of the grease used on pins nowadays. It is firmer, too much so to be forced by any spring the cup could accommodate, and it is no doubt more economical in cost of cup as well as quantity of grease used than with the softer grease in the automatic cup.

**Q.** How is one to know when a wedge is too tight, or which wedge it is, and how should it be gotten down? We don't have so many stuck wedges now. Why is that?

**W. D. M.**

**A.** The first indication is of course the bad riding of engine, it having practically lost the use of all the springs on that side of the engine, if it should be a main wedge, and partly so if a forward, or back wedge.

The second indication for locating the trouble is, the driving box on which wedge is stuck will show heating.

To remedy, slack the jamb nut and pull down on the wedge bolt, and if there is time enough run wheel of that box over something to cause a jar, but if time is short just pull out and the working strain on jaw, if it be a main wedge, will, together with the tension of wedge bolt, release the wedge usually.

Stuck wedges are not so numerous as formerly, account of the enormous weight of the modern boilers, but much bad riding and pounding may be caused when the wedges become cut instead of sticking, after which they cannot be adjusted fine enough to keep engine from pounding. A wedge other than the main one should

never stick unless driving box first becomes very hot, as there is not so close an adjustment required in that case as with the main wedges.

**Q.** Should a main rod brass be reported filed so long as it can be keyed so as to pinch the pin?

**MEMBER.**

**A.** If the brass was properly filed, that is, so when keyed brass to brass it was still free on the pin, there would be no need of having it filed unless rod pounded there, but if filed so brass could pinch the pin when keyed and the pin heated, no matter how brass was keyed, it would show the brass needed refitting, perhaps boring out, so brasses could be keyed brass to brass, if it be brass at back end of main rod. With the forward end brass it makes little difference, although it is best that all brasses should be kept keyed solid to prevent excessive strap wear.

**Q.** I recently read in a list of questions and answers about setting up wedges, that to set a wedge on a box using oil the wedge should be set tight, then slacked off a little, but if box was using grease, to slack wedge down about twice as much. How is that? How does it jibe with the rules requiring a main wedge to be set closer than others?

**H. D.**

**A.** The rule given is all right excepting that there are no figures as to amount the wedge should be eased down after setting tight. It is best not to try to run back or forward wedges as close as main wedges, for the better riding of the engine, besides which there may be strains put upon the side rods they are not intended to stand.

**Q.** What is the usual way of preventing engine from blowing off at the safety valve? Some travelers want the furnace door opened, others do not. Which is the proper method, or the one most generally used?

**RUNNER.**

**A.** The proper thing to do is to use the preventative, proper firing, but with the modern engines having such large grate areas, it is a different matter to prevent popping without having to open the door. This practice is said to be wrong but it is the most convenient, and that is a strong card in its favor. Anyway the effect of the open door or flues is very much exaggerated.

Q. Is there any difference between a leaky niggerhead and a leaky steam pipe? If so, how can it be detected? D. S.

A. The difference is that the dry pipe usually leaks water while the niggerhead always leaks steam. When the dry pipe leaks steam it is when water in boiler is below the leak, but no matter how the water is, it does not concern the leak at niggerhead, which may be at either steam pipe joint or where the niggerhead casting is joined to dry pipe.

Q. Can the superheater engine start its train as well in freight work as the one using saturated steam, if everything else is the same? W. R., Div. 10.

A. If both engines have same boiler pressure, same size cylinders, same piston stroke and same weight on drivers, the one using superheated steam will start the same train weight, other conditions being alike; but the superheater engine will, if cylinders are heated, start and haul a heavier train and at higher speed than the one using saturated steam. In every respect, excepting starting power, the superheated engine is much superior, and this includes economy of operation as well as added service.

The impression that superheater engines are lacking in starting power is partly due to the reduced steam pressure carried on some roads where the superheater has been applied to engine having boilers long in service, also to the practice of adding to the train tonnage of the superheater engine over that of saturated engines of same general proportions.

Q. We clean out nozzles here with a long-handled reamer that we let down into the stack, but it doesn't seem to do the work. I have reported exhaust striking side of stack account of nozzle being gummed, but boring out nozzle doesn't seem to help it. Everything else in front end is in good condition and in place and nozzle tips seem to be free of coke. What would you suggest to help out, as the engine has got to steaming hard and I don't want nozzle bushed or bridged?

D. S. S.

A. The reamer you mention is all right in some cases, as where the nozzle is gummed or "coked" at the tip, but it often happens that the trouble is lower,

is down below the nozzle bridge, or dividing wall in the nozzle box. The exhaust from each cylinder strikes against this dividing wall before passing out through nozzle tip and much of the waste oil carried out of cylinder with exhaust is deposited against the wall where exhaust first strikes after leaving cylinder. So it can be seen that there may be an accumulation of gum at that point greater than is found in nozzle tip, for which reason the long reamer cannot do the work. The better way is to do the nozzle cleaning when engine washes out so tools may be used that will reach the gum wherever it may be.

Q. Why should an engine steam hard with gum in nozzle? We reduce them to make engine steam and what is the difference whether the nozzle area is reduced one way or the other? D. S. S.

A. Nozzle tips are reduced in area of opening by bushing or bridging to make engines steam better, as the smaller nozzle helps create a more violent draft, but it must be done so as to permit the exhaust to pass centrally through the stack. When nozzles are reduced by becoming gummed there may be more gum on one side of tip than the other, or there may be lumps of gum just below the tip which diverts the exhaust steam to one side or the other of stack so that its force is spent, first in the choking effect of the gum, and then by striking against the side of stack.

### Effect of Overloading Engines

The Public Service Commission of the State of Massachusetts has recently made a report in which attention is called to unsatisfactory conditions in the passenger service of the New York, New Haven & Hartford Railroad. The chief cause assigned is the inadequacy of the power, due to the discontinuance of some runs which necessitated the overloading of engines on other runs to handle the traffic. The Commission has recommended that the New Haven make no delay in placing orders for new motive power, and in addition, exercise a more vigorous supervision of the operation of its passenger movements.

The report refers merely to the effect on train delays, but there is also an element of danger in the fault they have uncovered that is understood by every practical railroad man.

The Commission has no doubt sounded the keynote of much of the troubles of the New Haven when it charged the power as being inadequate for the service. There is an evil which is too generally overlooked, and is without a doubt the real underlying cause of more trouble than any other one, or perhaps all other faults relating to train operation.

When there is no margin of power to meet unusual conditions in the movement of a passenger train, or any train, the margin of safety is considerably narrowed. Much of the signal troubles, derailments at crossovers and other places, for which a special speed rule is required, may be traced to the need of disregarding anything short of a derailer, that adds to the already overloaded engineer's burden of trying to make the time. Many failures to observe signals on the part of engineers may be also traced to the same cause, for whatever is lacking in the matter of power must be made up in some way to meet the demands of the service, and the competition of other engineers, with just such results as any of us who have ever worked under those conditions would expect.

If the freight engine is overloaded it is bad enough, as it means long hours, doubling hills, increased danger at short meeting points and other features that invite their share of trouble, and increase the hazard of the work, but when it comes to an overloaded passenger engine, and when that condition is general on any system of road, anything that is likely to startle the civilized world is liable to happen at any time.

Much of the failures charged to engineers could be traced to a lack of a sufficient margin of power in the engine to enable the engineer to make the time required while still observing the rules of safety, and the Public Service Commission of other States might well follow the example of the State of Massachusetts which has struck at one of the chief underlying causes of what is helping to

make the popular slogan, Safety First, a mockery in many places.

### Powdered Coal

The latest innovation in locomotive operation is the adoption of powdered coal for steam making. There are many reasons offered why its general use is assured, without any good argument against it.

In a test on the Chicago & Northwestern Railroad, which was conducted by Mr. J. E. Muhlfeld, president of the Locomotive Pulverized Fuel Company, the only adverse criticism offered was that the test was conducted under most favorable conditions. The same may be said of almost every such test, as the success of the thing introduced depends much on its initial showing. However that may be, there seem to be some good reasons why the future locomotive will not much longer be fired by scoop, nor even by the automatic stoker, but by the pulverized coal, just the same as oil is used, and in much the same manner.

Pulverized coal is burned in suspension, just as oil, that is, it is burned in a flame projected from a burner. It may be used for "firing up" purposes, thereby effecting, 'tis said, a saving of time of fully an hour over the ordinary way, and it may be shut off at any time after engine is made ready for the trip, or in fact at any time during the trip, thus effecting a considerable saving in water and fuel. It is also claimed for powdered coal that a more even temperature of firebox may be maintained, which is reasonable to expect, in addition to the increased capacity of the engine owing to the larger nozzle permitted as a result of the better steam-making qualities of the engine, all of which are strong points in its favor.

The saving in life of boiler attending the keeping of an even temperature; the economy of its being necessary to supply fuel only when engine is doing actual service, excepting for that used in preparing the engine, is considerable; and with no fires to clean, and consequently no delays on cinder pit, the engine could be returned to service immediately after arrival at terminal, so the amount of fuel

needed for firing up would be much reduced. Another consideration is the greater mileage of power, having no delay at terminals, not to mention the cost of pit track handling and its effect on all parts of the boiler.

One more feature that will be especially appreciated by the engineer is that the fireman's attention need not be taken from the track ahead when firing the engine. This will enable both men in the cab to co-operate in the reading of signals and orders in a measure that is of the utmost benefit in the safe and prompt handling of trains.

The engineer is too often left to his own resources in the matter of reading signals, and he finds it often impossible at present to spare time to permit the fireman to familiarize himself sufficiently with orders or messages, or other communications concerning the movement of his train. In this relation, it may also be said that a fault of hand-firing will be eliminated, that of the cab being filled with light when the furnace door is opened, which for the time being makes it difficult, if not absolutely impossible, to see anything ahead of the engine from the inside of the cab.

Powdered fuel seems to have many good features to recommend it; enough, it would seem, to make its adoption an event of the near future.

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### Reporting Work

One of the prevailing faults to be found in the motive power department of some railroads is the attitude of the roundhouse foreman, and in some instances that of the master mechanic, toward the engineer in his efforts toward the upkeep of the power.

The average engineer may not be expert in the matter of diagnosing the case of a defective engine; he may report valves blowing when it is cylinder packing, or the reverse, perhaps; he may report a box pounding when it is a rod, or be wrong in many things that relate to current repair work, but there is no effort made, no systematic effort to correct the fault. The report may be honored, the packing examined and found to be O. K., but the

engineer is not told of his failure to report correctly. If he is it would not likely be in a manner calculated to improve his knowledge with a view to prevent a recurrence of the error.

It should be considered that the average man, serving his apprenticeship as fireman, has little opportunity to familiarize himself with such things as knocks and blows. If it is expected of him there should be some plan of instruction to help him, but there is none, so he is left to his own resources to discover how the different blows and pounds may be accurately located, and those resources are usually confined to very narrow limits, too narrow to afford the degree of efficiency expected of the average engineer.

It is a common thing to hear adverse criticism of the engineer for a failure to report correctly. The roundhouse foreman, least of all, should be the one to do that. Being usually a man of experience and intelligence he should be able to make allowance for such shortcomings of the engineer, particularly as they relate to the reporting of work, for he is surely in a position to see the fireman come and go, often for months, with barely enough time between trips for rest and with none that could be devoted to study, and yet the roundhouse foreman sometimes waxes indignant when the report, which must be wholly based on external indications, is found wrong when the part reported is dissected.

There is no doubt but the roundhouse foreman on the average road has his hands full, and more, sometimes, and any unnecessary work done is just so much waste of labor, but it will ever be so until there is some plan adopted looking to a system of training of enginemen in the locating of the different defects of the locomotive.

That there is a need of something of the kind there can be no doubt, yet it is just as true that much could be gained to improve the efficiency of the motive power department if some of the simple means for locating defects were made known to all men who report current repair work on locomotives. Not only would economy in the matter of repair work result, but many failures might be

prevented which result from engines being sent out in a defective condition because the man who brought the engine in was unable to accurately locate some important defect the correction of which might have prevented a failure.

### TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

There has been a question raised with respect to the use of the second example of Form G. For example, engine 272 desires to move from C to H and return to A. Could the second example of Form G be used for this purpose? It will be noted that the extra is to return to a point beyond its starting point and the Standard Code does not give an example of that kind. A few take the position that it would be impossible for the extra to "return" to A when the original starting point was C, and that because of the wording of the example it would be improper to use for such a case.

The second example of Form G as given in the Standard Code reads as follows: "Engine 99 run extra A to F and return to C."

By naming station C as the final station it was not the intention to limit the use of the order to a trip from one point to another and then return to a point between the first two points named.

The example simply establishes the fact that a return order may be used under the rules and the wording of the example shows the principle of operation. Any station may be substituted for the ones given in the example, as long as the plan is not changed so as to affect the principle.

The explanation to the example simply states that the engine must go to F before returning to C. If the last point named should be between the two first points named in order, to conform to a certain standard, the explanation should so state, but it fails to do so. The mean-

ing conveyed by the explanation is that the run must be a straight-away run from the first to the second point and then to the third point named and that no back and forth movements can be made between the stations.

The instruction requiring the engine to go to F before returning to C is to safeguard any orders which it might be necessary to place at F for the extra to protect its return movement against a newly created extra.

SHERMAN, Jan. 2, 1917.

### EDITOR TRAIN RULES DEPARTMENT:

Please give your understanding of the following train orders:

Order No. 10, "No. 3 pull by and back in siding and meet No. 4 at E."

Order No. 11, "No. 3 meet No. 4 at F instead of E."

The opinion of some is that No. 3 would have the right to back in at F. E. H.

A. Train orders or any part of a train order remain in effect until fulfilled, superseded or annulled. This being true, order No. 11 is regarded as improper because it fails to cancel that portion of order No. 10 which related to the peculiar conditions existing at E.

Order No. 11 should have read, "Order No. 10 is annulled No. 3 meet No. 4 at F." With such an order there can be no question as to the action of No. 3 at F, and it is always desirable that orders be plain and without chance for misunderstanding. With this in view it would be well to question the authority of certain orders when a point is left in doubt, it being not only a privilege but a duty, in the interest of safety.

Roads which do not desire a provision of this kind to remain in effect as indicated make use of a rule as follows:

"When a train is directed by train order to take siding for another train, such instructions apply only at the point named in that order, and do not apply to the superseding order unless so specified."

With a rule like the above in force many misunderstandings can be avoided. The American Railway Association has ruled in a similar case that the trains should revert to their original authority

to the main track under the second meeting point.

SHERMAN, Jan. 2, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**

I would like your understanding on the following train orders:

"Order No. 14, 'No. 4 meet No. 3 at D.'"

Order No. 15, "No. 4 meet No. 3 at E instead of D."

Order No. 16, "Order No. 15 is annulled."

Under the above orders has No. 4 any orders in effect about No. 3? No. 4 is the train of the superior direction.

E. H., Div. 2.

A. After the three orders have been issued No. 3 does not hold any orders which are in effect that it can use to move against the schedule of No. 4.

Order No. 14 made a meeting point at D and before any other order was issued No. 3 had right to go to D against the schedule of No. 4. After order No. 15 was issued order No. 14 was superseded and thereby became of no effect, and a new meeting point was fixed at E. Order No. 16 annulled order No. 15, making that order void, and as the annulling of a superseding order does not restore the order which it superseded, no meeting points remain in effect between the two trains.

COLORADO CITY, Dec. 22, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**

Train No. 60 is a way freight and No. 171 is a first class train.

Order No. 1, "No. 171 will wait at D until 10:15 a. m. for No. 60."

The schedule time of No. 171 at D is 9:30 a. m.

Can the dispatcher start another No. 171 out of C or B in advance of the time stated in the order?

Can No. 60 use the main track anywhere between A and D up to the time stated in the order?

J. H. T.

A. After an order has been issued directing No. 171 to wait at D until 10:15 a. m., the dispatcher has not the authority to start another No. 171 from any station between D and A in advance of the time stated in the order.

No. 60 has right to use the main track

at any point between the station at which it receives the order and D, up to the time stated in the order, less five minutes' clearance, as required by Standard Rules. No. 171 must not pass a designated point before 10:15 a. m., unless No. 60 has arrived there. In fact, No. 60 must run with respect to the time specified for No. 171 in the order at D or any other point between D and A where schedule time is earlier than 10:15 a. m., as before required to run with respect to the regular schedule time of No. 171.

A wait order is sometimes confused with a run late order. That is, when an order is issued directing No. 171 to run 45 minutes late from G to D, such order will not affect the schedule of No. 171 beyond B and No. 60 could not, in such a case, use the time to make D from A or any station between A and D, because a run late order only controls the movement of the train between the points named.

NASHVILLE, TENN., Dec. 28, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**

An order is issued for engine No. 771 to run extra from A to H with right over all trains. At B and D first-class trains are restricted to 20 miles per hour on account of yard limits. Other trains must proceed through yard limits only as way is seen or known to be clear. The order used was a schedule order and required that the extra make 40 miles an hour. How should the extra proceed through yard limits?

H. J. L.

A. An extra running on a schedule with right over all trains does not become a first-class train by reason of that fact. Extra No. 771 must move through yard limits prepared to stop unless the track is seen or known to be clear. It must be understood that an order giving an extra train right over all trains does not include right over yard engines, because yard engines are not trains, therefore, the extra must pass through yard limits prepared to stop.

When a train is running on a schedule which indicates that high speed is desired, such schedule does not authorize the train to disregard speed regulations which are to govern movements over such portions of the track.



### Interstate Commerce Commission Order

IN THE MATTER OF RULES AND INSTRUCTIONS FOR THE INSPECTION AND TESTING OF STEAM LOCOMOTIVES AND TENDERS IN ACCORDANCE WITH ACT OF FEB. 17, 1911, AMENDED MARCH 4, 1915.

WASHINGTON, D. C., Dec. 26, 1916.

*It appearing*, That the act of March 4, 1915 (Public No. 318, 63d Congress), amending the act of February 17, 1911, making said act apply to and include the entire locomotive and tender and all their parts, requires, among other things, that each carrier subject to said act shall file its rules and instructions for the inspection of locomotives and tenders and appurtenances thereof with the chief inspector within three months after the approval of the act, and after hearing and approval by the Interstate Commerce Commission, such rules and instructions, with such modifications as the Commission requires, shall become obligatory upon such carrier; *Provided, however*, That if any carrier subject to said act shall fail to file its rules and instructions, the chief inspector shall prepare rules and instructions not inconsistent therewith for the inspection of locomotives and tenders, to be observed by such carrier; which rules and instructions being approved by the Interstate Commerce Commission and a copy thereof being served on the president, general manager, or general superintendent of such carrier, shall be obligatory, and a violation thereof punished as provided in said act.

*It further appearing*, That a full investigation has been had and that there has been a full hearing and consideration by the Commission of evidence, briefs and arguments with respect to the rules numbered 29 and 31 of the rules and instructions for inspection and testing of steam locomotives and tenders, as submitted by the chief inspector and referred to in the order of the Commission dated October 11, 1915;

*It is ordered*, That said rules numbered 29 and 31 of the order of the Commission dated October 11, 1915, providing rules and instructions for inspection and testing of steam locomotives and tenders to be observed by each and every common carrier subject to the act of Congress

aforesaid as the minimum requirements, shall be as follows:

#### LIGHTS

29. *Locomotives used in road service.*—Each locomotive used in road service between sunset and sunrise shall have a headlight which shall afford sufficient illumination to enable a person in the cab of such locomotive who possesses the usual visual capacity required of locomotive engineers, to see in a clear atmosphere, a dark object as large as a man of average size standing erect at a distance of at least 800 feet ahead and in front of such headlight; and such headlight must be maintained in good condition.

Each locomotive used in road service, which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on its rear a headlight which shall meet the foregoing requirements.

Such headlights shall be provided with a device whereby the light from same may be diminished in yards and at stations or when meeting trains.

When two or more locomotives are used in the same train, the leading locomotive only will be required to display a headlight.

31. *Locomotives used in yard service.*—Each locomotive used in yard service between sunset and sunrise shall have two lights, one located on the front of the locomotive and one on the rear, each of which shall enable a person in the cab of the locomotive under the conditions, including visual capacity, set forth in Rule 29, to see a dark object such as there described for a distance of at least 300 feet ahead and in front of such headlight; and such headlights must be maintained in good condition.

*It is further ordered*, That the said rules numbered 29 and 31 shall apply to all locomotives constructed after July 1, 1917, and for locomotives constructed prior to that date the changes required by the above rules shall be made the first time locomotives are shopped for general or heavy repairs after July 1, 1917, and all locomotives must be so equipped before July 1, 1920.

By the Commission:

[SEAL]

GEO. B. MCGINTY, Sec.

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## Locomotive Firemen Gain

On Dec. 30, officers of the Brotherhood of Locomotive Firemen and Enginemen reported that the membership had increased 8,127 from January 1 to October 1 (1916). The firemen are conducting an aggressive organizing campaign and hope to have a membership of 100,000 by January 1, 1918. — *News Letter*.

## Switchmen Get Eight-Hour Day

In an award that included dissenting opinions by the railroads and workers, Dec. 30, an arbitration board favors the eight-hour day for switchmen employed on eastern and middle western railroads.

The decision says that "eight hours or less shall constitute a day's work," increases wages 5 cents an hour and rules that overtime shall be paid at pro rata rates, to be computed on the basis of the actual time worked.

Switchmen at present receive a maximum hourly rate of 40 cents. The award increases this rate to 45 cents, so that, as explained by Judge Charles B. Howry, chairman of the board, on the eight-hour basis they will receive \$3.60 for a day's work, 40 cents less than they received under the 10-hour basis. By working 10 hours under the new rate they will receive \$4.50, or 50 cents more than under the old rate.

Representatives of the switchmen—James B. Connors and W. A. Titus—dissented from the 5-cent increase and the overtime veto. They insisted on a 10 per cent increase and a charge for overtime that would make the long hour work day under ordinary circumstances practically prohibitive.

The railroads' representatives filed a report dissenting from the eight-hour decision.

In a statement appended to the award Judge Howry and Prof. Jeremiah W. Jenks, the neutral members of the board,

express the opinion that the long hours of switchmen do not imply "excessive physical labor." In defending the 5-cent increase, however, they make the rather interesting statement that the increase is necessary because of the high cost of living and the "hazards and hardships of the work." — *News Letter*.

## Anti-Strike Statute Introduced in House

On Jan. 13 Congressman Adamson, Chairman of the House Interstate and Foreign Commerce Committee, introduced a bill that includes every "can't-strike" feature of the Canadian industrial disputes investigation act, which has been denounced by Dominion trade unionists.

The only exception is that the Canadian act applies to all public utilities, while Congressman Adamson's proposal refers to common carriers, although this term is used in such a manner that courts would undoubtedly extend its further application.

The bill provides that where the Federal Board of Mediation and Conciliation fails to adjust a dispute the president shall appoint a board of inquiry to whom the controversy shall be referred. A report must be made within three months.

Pending these efforts and for 30 days thereafter, it shall be unlawful for employees to strike or employers to cause or declare a lockout. This means that workers are prohibited from striking for four months. If an employee violates this section he is liable to a fine of \$1,000 or a year's imprisonment, or both.

Congressman Adamson would not only handcuff workers to their jobs during these four months, but he would empower courts to sit in judgment over the acts of other citizens and a free press and free speech. Section 13, of the proposed law, says:

"And persons inciting, encouraging or in any manner aiding any employer or employee to violate this section shall be deemed guilty of a misdemeanor and upon conviction shall be subject to the same punishment as the employer or employee, as the case may be." — *News Letter*.

### Canadian Law is Valueless

"The author of the Canadian Compulsory Investigation Act is official authority for the statement that the compulsory feature of the law has made more law breakers than all the jails in the Dominion of Canada could hold," said Ralph M. Easley, chairman of the executive council of the National Civic Federation, Jan. 13, before the Senate Committee on Interstate Commerce. Mr. Easley opposed any legislation along the lines of the Canadian Industrial Disputes Investigation Act.

He showed that, regardless of the law, in 22 per cent of the cases the decision of mediators was ignored and strikes ensued. He cited numerous specific instances where labor disputes developed and where reference to the act failed to bring about amicable settlements.

He insisted that the question of population must be considered in modeling legislation after Canadian laws.

"When we consider," he said, "that Greater New York has a larger population than the whole Dominion of Canada, comparing problems in Canada to those in the United States seems a little grotesque.

"There are twice as many disputes, involving five times as many employees, settled by voluntary boards in New York city every year, as in all the disputes under the Canadian Compulsory Investigation Act during its life.

"Destructive criticism is always easier than constructive, but I do not believe that by any form of compulsory legislation we can meet the issue."—*News Letter*.

### The Railway Men's Success

Like their confreres in the United States, the C. P. R. railway men have got what they wanted without being called upon to fight. There is no doubt that the company yielded, the situation being one in which nothing else could be done. The railway unions must be congratulated on their strength. Incidentally, it is worth noting that we hear no fulminations against paid agitators, trouble breeders, and malcontents, such as we hear when the weaker unions or the unorganized workers make a demand for

better conditions. In this matter, as in every other, the world does homage to power; it saves its abuse for the weak and defenseless.

Some jealousy of the railway men's success appears to exist among the workers. There is talk that the railway men were fat and prosperous anyhow, that they had no right to contemplate throwing the country into chaos for their own selfish ends, and that they would have done better to let the less fortunate workers get something first. This kind of talk should be stopped. There's nothing in it. It is true that the railway unions have to a marked degree held aloof from the rest of the labor movement, but the union movement as a whole keeps aloof from unorganized labor. Apparently the railway unions have turned a deaf ear to appeals for help. They have said to the rest of the labor world: "Do as we have done, and you won't need help. Neglect to do so, and you don't deserve help."

This seems heartless. Yet nature everywhere teaches that there is no helping those who will not help themselves. Of course, it is possible to help people to help themselves, and in failing to recognize and act on this principle, the big unions may be wrong. The fact remains that the fundamental law of life is struggle. From one point of view it can be argued that it is right for the workers to suffer, as long as they make no intelligent efforts to rid themselves of suffering. If the success of the railway men in their contest with the C. P. R. stimulates other unions to adopt thorough methods of organization, a better thing will have been done for the working class as a whole than would have been done had the railway unions, in so-called Christian forbearance, let a golden opportunity pass by.

When one section of the workers makes gains, some people imagine the position of the rest undergoes a change for the worse. Nothing could be farther from the truth. If the railway unions had got nothing out of the C. P. R. nobody else would, either. Higher wages come out of dividends and profits. Workers should not be fooled by the cry that what one worker gains another has to lose.—*The Voice, Winnipeg, Man.*

# THE JOURNAL

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**CHARLES H. SALMONS** - Editor and Manager

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses, to C. H. SALMONS, S. G. E., 1124 B. of L. E. Building.

No reading space will be sold for advertising purposes under any circumstances.

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Address all money matters to W. B. PRENTER, F. G. E., 1118 B. of L. E. Building. Send New York or Chicago draft, express money order or postal order; never send personal check.

## Roster of Membership

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Division Supplies.

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

**FEBRUARY, 1917**

## The Adamson Law in Court

The Adamson law is now before the U. S. Supreme Court after the arguments have been presented by the Government and railroad attorneys, the latter putting all the bias possible into their arguments, one statement of which as quoted by the Associated Press being enough to gauge the whole trend of their argument. Regarding the statement that the act was passed to prevent a strike, John G. Johnson is reported as saying:

"Have we come to that? Have we reached the period when the men who threaten a strike shall be rewarded? I'm not comparing men, only methods; but we might as well buy off a gang of highwaymen with a bribe to prevent interference with commerce."

Mr. Johnson's qualification is lost in the nasty screed which follows it, but it is in harmony with the lengthy discussion of

the law by that side of the interest in it, and is what might be expected.

Mr. Frank Hagerman, of Kansas City, Mo., special assistant to the attorney general, is reported as saying in closing the argument for the Government: "The court (meaning the court from which the case was appealed) has held that if opportunity be given for a test, there should be one before the court lays its hands on."

Quite an indefinite position for the Adamson law. What will the Supreme Court do—wait for a test? It is assumed that it is a wise body, equitable in its decisions and, having life tenure, is without bias. Court decisions are usually established by precedent. How will a case fare that has none?

With a law which empowered the Interstate Commerce Commission to interfere with the business of the railroad companies; the inspection law which empowers the Commission to put locomotives and cars out of business; with a law that is constitutional that compels business to assume the risk and fixes an amount to be paid to injured and killed, regardless of individual responsibility, and without court proceedings; with the Child Labor law; the law which makes nine hours the limit for telegraph operators, and many other salutary laws of the same character without question as to their constitutionality, it would seem that there is but one decision that fits in the line of precedent, and that is that the Adamson law is constitutional. But the members of the United States Supreme Court are a human equation, and as such are subject to more or less bias, and while we cannot question the honesty of their individual opinions we are of the opinion that it is one of the most important and far-reaching subjects that has been before the Supreme Court in a decade, and that it might even affect the exalted position of the court itself if its decision should not be considered equitable in its full sense.

Overruling the voice of the members of Congress, the Senate and the President will need the best of reasons if the high and exalted position of the Supreme Court is to be preserved in the public mind.

### Public Service Corporations and the Workingman

Theodore P. Shonts, who is the controlling figure in the management of the street railroads in New York City, and on which serious strikes occurred in 1916, has published a book on the subject of "Public Service Corporations and the Workingman;" the main object of the book is an evident effort to bias public opinion in the direction of compulsory arbitration. He writes well, as might be expected of one of his station, but he is biased by his environments and personal interests. He sees the big things, and labor and the laborers are the little things, until they make a demand for some rights they think are denied them. Mr. Shonts says that the elevated and subway railroads, in 1910, recognizing the fact that the employees were under a disadvantage in dealing with the company as individuals, suggested a representative body; and, "in response to our suggestion, the Interborough employees, both subway and elevated, following a secret ballot, by 9,800 out of 11,700 determined to organize a *"union or brotherhood of their own not connected with any national organization."* They do not seem to have been obligated to each other in any way, but we presume they followed suggestion, and elected standing committees, and Mr. Shonts says: "The net result, briefly, was that, notwithstanding the company had from 1910 to 1916 voluntarily made wage increases amounting to more than \$1,000,000 a year, they got in addition covering a two-year period a further wage increase, affecting all classes of employees, aggregating \$1,250,000 a year, and hours reduced from ten to nine."

The effort to head off the organization of labor by such processes as the above offers no stability of conditions, and is but a temporary subterfuge, even if it is braced up with the following paternal doses:

"The company had established a system of sick and death benefits; it provided stores where food was supplied at cost, maintained restaurants where all employees might get meals at minimum cost, granted passes, provided bath rooms, reading rooms, rooms for recreation, and

encouraged outdoor sports;" which looks good in a story, and probably looks fatherly and motherly to those who do not serve; and while many of the things are appreciated by those who do serve, he who can put himself in the other man's place knows that workingmen and workingwomen cannot help thinking that there is a sinister motive behind these movements, and feel that it is done to prevent a real union of thought in relation to the condition of service, and a possibility of applying a remedy.

Mr. Shonts says that the Amalgamated Union proselyted and obtained converts and brought about the strike. If any class of employees are satisfied with the conditions of service, proselyting is a very unprofitable effort, but we have no disposition to discuss the merits of the demands made upon the company, our reason for discussing the matter in his book at all being the purpose for which it was written, which is to be found under the heading of "Lessons taught by the subway strike."

Mr. Shonts in presenting his views says, "Have we not come to a time when it is necessary to make the employees of a public service corporation responsible to the public just as we make those who invest their money in a public service undertaking?"

"The transportation service is just as essential to the public welfare as the work of the police or fire departments. If we deprive firemen and postal employees of the right to cripple that public service, why should we allow that privilege to any other public service?"

"If it is said that this interferes with personal liberty, a way can be provided by the public filling the man's place competently, and that being done, *but not before*, he may go elsewhere."

That would be queer personal liberty, but is the view from Mr. Shonts' environments—dollars obscure the man.

"That labor unions be incorporated in order that they may be held to financial liability in case of violation of agreements."

"Agree not to make any collective changes except after the expiration of sixty days' written notice."

"That at the present time the relations of labor and capital to the public are not on the same basis before the law. Can any fair-minded man say they should not be?"

We have said that Mr. Shonts was biased by his environments and personal interests. What place has labor before the law? If a laboring man has a written contract stipulating conditions for service that involves a money consideration, the contract has a place in court. If one standing alone wants work he must accept what he is offered if it is but half as much as it is worth; does the law interfere? If the condition fixed tends to impoverish and degrade citizenship, does the law interfere? The Clayton amendment to the Sherman law is the only law on record that gives labor a place in law, and we know Mr. Shonts and others of his environment do not like that. The only thing laborers can do with a few owning all the tools, and holding the key to all the openings for labor, is to organize, and not on lines suggested by the buyer of labor, but by the seller of service—the same right that capital has, and exercising it as its right. We do not mean by this that any injustice shall emanate from the unity of purpose, which is for a just consideration.

Mr. Shonts says that "one of the great troubles incident to our large business organizations is the difficulty of the men and managers getting together. If they did get together they would know each other better and understand one another's motives and purposes."

That is an unquestioned truth, and if it were possible there would be little left needing any law to correct.

Aside from the viewpoint of personal interest, natural in his environment, Mr. Shonts expresses some very commendable thoughts.

"No corporation and no business can profit unless its men feel that they are getting a square deal. We are all men, men with flesh and blood, men with emotions and ambitions, hopes and ideals. After all, isn't there another aspect of the question which deserves our earnest thought—the human relationship?"

These are good suggestions. If we

could separate profits and dividends from our thoughts of human relationship, we might find a peaceful solution. As that cannot be done when a few employ thousands, the cure, which Mr. Shonts from his viewpoint does not see, must come from humanizing the business to the end that it becomes humane in its relations with those who render service to it.

### Headlight Order—800 Feet

You are already familiar with the efforts which the undersigned have expended in securing a headlight requirement which would be satisfactory. We succeeded in having the original order issued for a headlight, the illumination of which would enable the men on the engine to discern an object the size of a man at a distance of 1,000 feet. After that rule had been laid down by the Interstate Commerce Commission, the carriers again asked for a hearing, which was granted by the Commission, and after such hearings and the oral arguments presented by the attorneys for the railroads, and by the Brotherhoods, a rule was agreed on which abrogated the first rule and which sets the requirement at 800 feet, a reduction of 200 feet, which it is thought will be of general interest to the membership and the readers of your magazines generally.

The oral arguments made on behalf of the Brotherhoods by Grand Chief Stone, and by the attorneys for the railroads, have been published in pamphlet form, and have been sent to each of the B. of L. E. and B. of L. F. & E. organizations. It is suggested that if there are those who desire to have copies of this argument, no doubt the same can be procured by application to Grand Chief W. S. Stone. It is hoped that our members will avail themselves of this pamphlet and read the argument, so that they may have some slight idea of what it costs to secure legislation in Washington.

Fraternally yours,

H. E. WILLS, A. G. C. E., B. of L. E.,  
P. J. McNAMARA, V.-P., B. of L. F. & E.,  
W. M. CLARK, V.-P., O. R. C.,  
W. N. DOAK, V.-P., B. of R. T.,  
National Legislative Representatives.

## LINKS

A UNION meeting is to be held in Fort Worth, Texas, April 10, 11 and 12, 1917, under the auspices of the B. of L. E., O. R. C., B. of L. F. & E., B. of R. T. and the Ladies' Auxiliaries of these Orders. An urgent invitation is extended to all the officers and all members of these organizations to attend and enjoy the hospitality of the members in Texas, and get their share of the benefits which come from these get-together meetings. Come and partake of the real Texas welcome that awaits every one in attendance. Fraternally yours,

M. F. BARRETT, Chairman,  
Terminal Hotel, Ft. Worth, Texas.

ON December 12, 1916, Bro. David Britt, of Div. 529, was promoted to road foreman of engines for the Buffalo division of the Wabash Railway. Brother Britt has been chairman of local committee for several years. We are sorry to lose him on that account, as he was a very efficient member, yet we feel that the company has made a wise choice in giving him promotion. His many friends here wish him every success in his new position.

A. H. MARTIN,  
S.-T. Div. 529.

BRO. RALPH HAMMOND, member of Providence Div. 57, formerly road foreman on the Providence division of the N. Y., N. H. & H. R. R., has been promoted to the position of master mechanic on the New London division, with headquarters at New London, Conn. Brother Hammond is a man of keen intellect and well able to perform the duties assigned him. Brother Hammond's former position will be filled by Bro. Howard E. Manchester, of Div. 312, promoted from fuel supervisor. Bro. James F. Jones, of Div. 57, will fill the vacancy left by Brother Manchester. They all have the hearty congratulations of the members of Div. 57, who wish them the best of success. Div. 57 has now five members filling official positions. Brothers, this looks good for the B. of L. E.

Fraternally yours,  
G. E. B.

MR. E. J. HUFFORD, master mechanic of the Chicago Great Western Railroad Company, Southern Division, located at Des Moines, Ia., for the past five years, has resigned to accept a position with another company.

Mr. Hufford, during his years of service on the Southern Division has demonstrated by his conduct that he has that high regard for his employees which a

true man should have. His every act toward them was gentlemanly; was that of a man and Brother, and the man whose case was just need have no fear of Mr. Hufford's ruling.

Now, Therefore, be it resolved by Abe Shindle Division 597, of the Brotherhood of Locomotive Engineers, that by reason of these premises we regret that Mr. Hufford is leaving the services of the C. G. W. Ry., but on the other hand we congratulate him on his well-merited advancement. Be it further resolved, therefore, that a copy of these resolutions be forwarded to Mr. Hufford and the B. of L. E. JOURNAL, and to the *Maize*.

A. MANSFIELD, W. A. CUTTING,  
J. L. HENRY, J. C. HAGUE,  
Committee.

SCIOTO VALLEY DIV. 72, Columbus, O., at their regular meeting Jan. 7, presented their Secretary-Treasurer, J. J. Colburn, with a handsome B. of L. E. watch charm, in recognition of his 21 years' service as Secretary-Treasurer, 18 years as Insurance Secretary, and 21 years as delegate on the Legislative Board. Bro. Wm. Strapp, in his inimitable manner, made the presentation speech, and wished that Brother Colburn would live to be 21 years older and be the Secretary-Treasurer of Div. 72. Brother Colburn was deeply affected, and could only thank the Brothers for their beautiful gift.

The first meeting of Div. 72 was held December 25, 1895. Ed Foy was Chief Engineer, J. J. Colburn, Secretary, H. E. Strain, Insurance Secretary. We think we have one of the most progressive Divisions in the country. Our average attendance, with 90+ active members, for the year 1916 was 20½ members, and we never have made an extra assessment in the 21 years, only for charity, and always have a good amount in the bank. We pay \$1 a quarter local dues, and we have every man on our division eligible for membership in the Division, which we think is due to our efficient Secretary-Treasurer.

Yours fraternally,  
Committee, { W. A. WASHBURN,  
{ F. W. GEISEL,  
{ F. B. GUNNING.

A COMMITTEE appointed by Div. 63, Springfield, Mass., Dec. 4, 1916, consisting of Brothers A. J. Desoe, J. E. Pecord and J. W. Mead, proved very efficient in putting into the Columbus Day parade a float second to none, which fact was given much space in our daily papers. The float was a house 8x20 feet and covered with deep gold and white bunting. Inside were placed twelve pots of growing palms, and in the center a table and four chairs on which were seated a member from each

of the four Orders—Bro. J. E. Pecord representing Div. 63. On each end of the float was the inscription "Big Four," and on each side \$100,000,000 paid to widows and dependent families. The float was drawn by four very large dapple gray horses driven by a thoroughbred Indian, the kind we are led to believe greeted Columbus when he first landed on our shores. On the outside of each horse was a blanket of silk with the letters representing each Brotherhood. The ground work was of deep red velvet plush embroidered with gold wire.

It was estimated that over 70,000 people viewed the parade from the sidewalks, and our float was a signal for applause the whole line of the march. Following the float were four autos containing the committees of the four Orders.

Yours fraternally,  
CHAS. E. COOLEY,  
Sec.-Treas. Div. 63.

ON Saturday, December 30th, about 75 friends of Mr. and Mrs. F. G. Henry gathered at their home at Millvale, Pa., to help them celebrate their 25th wedding anniversary.

Brother Henry has been an active worker in the B. of L. E. for 25 years, and at the present time is secretary of insurance and pension, and is proud of his 38 members of the latter. He is also a booster generally for the good of the Order, while Mrs. Henry is a charter member of Div. 122 of the G. I. A.

On this occasion the happy couple were presented with a beautiful cut-glass water set as a token of the esteem in which they are held by the members of Div. 452. They also received other presents of money and silverware, and they desire to express thanks, through the JOURNAL, to all those who by their presence or good will helped make the affair such an enjoyable one.

Miss Ida England, daughter of Mrs. Geo. England, of Div. 122, presided at the piano, while the Misses Florence and Edith Henry, daughters of the honored couple, rendered some beautiful vocal selections, after which all departed, wishing Brother and Sister Henry many more such happy events in the future.

Yours fraternally,  
ONE WHO WAS THERE.

BRO. H. H. DEBOLT, member of Div. 50, requests the JOURNAL to notify members of the B. of L. E. that he has discovered a remedy for constipation purely vegetable in ingredients, and that he will be glad to answer any communication in relation to it. For further information address, H. H. DeBolt, 78 Overdale street, Morgantown, Pa.

## SPECIAL NOTICES

SAC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Secretary-Treasurer of their Division immediately.

494—Wellington Wright.

583—Thomas Wooly.

## OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Rochester, N. Y., Dec. 21, transverse myelitis, Bro. Edwin M. Geist, member of Div. 18.

Memphis, Tenn., Jan. 6, injured in wreck, Bro. Ed. Evance, member of Div. 23.

Richmond, Va., Dec. 22, paralysis, Bro. C. W. De Maine, member of Div. 26.

Portland, Me., Jan. 1, injured in collision, Bro. W. L. Chase, member of Div. 40.

Kent, O., Dec. 30, stomach trouble, Bro. Charles Hulme, member of Div. 43.

Albany, N. Y., Jan. 4, kidney trouble, Bro. Wm. Bolster, member of Div. 46.

Port Jervis, N. Y., Dec. 9, paralysis, Bro. J. H. Woods, member of Div. 54.

Ogden, Utah, Dec. 11, suicide, Bro. Daniel S. Davis, member of Div. 55.

Providence, R. I., Dec. 23, shock, Bro. R. H. Rich, member of Div. 57.

Woonsocket, R. I., Dec. 17, heart failure, Bro. Charles E. Clark, member of Div. 57.

Milwaukee, Wis., Jan. 8, heart disease, Bro. Peter Haddock, member of Div. 66.

Harrisburg, Pa., Jan. 1, uremic poisoning, Bro. Wm. H. Filling, member of Div. 74.

Harrisburg, Pa., Jan. 4, cerebral hemorrhage, Bro. J. A. Hall, member of Div. 74.

Wernersville, Pa., Dec. 31, pneumonia, Bro. Henry Kintzel, member of Div. 75.

Winnipeg, Man., Can., Dec. 21, fell from his engine, Bro. L. C. Reed, member of Div. 76.

Waterbury, Conn., Nov. 15, heart disease, Bro. E. H. Larkin, member of Div. 77.

Steven's Point, Wis., Dec. 30, killed, Bro. H. J. Patitz, member of Div. 80.

Watervliet, N. Y., Dec. 24, complications of kidneys, Bro. Robert Ballentine, member of Div. 87.

No. Platte, Neb., Dec. 26, angina pectoris, Bro. F. J. Doran, member of Div. 88.

St. Henri, Montreal, Oct. 19, killed, Bro. Wm. Wakeman, member of Div. 89.

Milwaukee, Wis., Jan. 3, erysipelas and hardening of arteries, Bro. G. W. Brown, member of Div. 96.

Highland Park, Ill., Dec. 17, paralysis and heart failure, Bro. J. Hohn, member of Div. 96.

Annapolis, Md., Dec. —, pulmonary tuberculosis, Bro. D. E. Knight, member of Div. 97.

Clinton, Ia., Dec. 31, enlargement of prostate gland, Bro. John H. Gamble, member of Div. 125.

New York City, Dec. 24, pneumonia, Bro. D. P. Griffin, member of Div. 145.

New York City, Dec. 19, apoplexy, Bro. Christopher Anstey, member of Div. 145.

New York City, Jan. 12, locomotor ataxia, Bro. Jas. G. Daken, member of Div. 145.



Spokane, Wash., Dec. 14, Bright's disease, Bro. G. R. Jarvis, member of Div. 147.

Dickerson Run, Pa., Dec. 12, heart failure, Bro. James H. Clark, member of Div. 148.

Cedar Rapids, Ia., Jan. 6, Bro. F. A. Davis, member of Div. 159.

San Salvador, C. A., Oct. 31, Bro. John R. Holliday, member of Div. 161.

Hoboken, N. J., Jan. 5, Bright's disease, Bro. C. A. Ward, member of Div. 171.

Schenectady, N. Y., Dec. 23, killed, Bro. Thos. Mackey, member of Div. 172.

Parsons, Kan., Jan. 9, diabetes, Bro. Charles L. Kreger, member of Div. 179.

Minneapolis Minn., Dec. 24, Bright's disease, Bro. A. T. Mase, member of Div. 180.

Ft. Worth, Texas, Dec. 24, tuberculosis, Bro. C. C. Johnson, member of Div. 187.

Palestine, Texas, Jan. 7, chronic nephritis, Bro. R. P. Wardlow, member of Div. 194.

Palestine, Texas, Jan. 10, cerebral apoplexy and heart trouble, Bro. J. T. Buckingham, member of Div. 194.

Memphis, Tenn., Dec. 22, heart failure, Bro. L. A. Flake, member of Div. 196.

Marion, Ia., Dec. 22, pneumonia, Bro. C. C. Starbuck, member of Div. 200.

Springfield, O., Nov. 23, suicide, Bro. Andrew Bearup, member of Div. 208.

Huntington, Ind., Jan. 2, dropsy, Bro. E. S. Blocker, member of Div. 221.

Bergenfield, N. J., Dec. 20, heart trouble, Bro. Chas. W. Willis, member of Div. 235.

Virginia City, Nev., Dec. 11, Bro. John Elkins, member of Div. 236.

Ft. Scott, Kans., Dec. 18, aneurism, Bro. M. W. Shumaker, member of Div. 237.

Ft. Scott, Kans., Dec. 17, uremic poisoning, Bro. James Ball, member of Div. 237.

Tacoma, Wash., Dec. 17, engine struck fallen tree, Bro. F. L. Rape, member of Div. 238.

Tacoma, Wash., Dec. 17, engine struck fallen tree, Bro. J. H. Heasley, member of Div. 238.

Herington, Kans., Jan. 2, cancer, Bro. E. B. Johnston, member of Div. 261.

Missoula, Mont., Dec. 19, old age, Bro. G. F. Jennings, member of Div. 262.

Middletown, N. Y., Dec. 31, pneumonia, Bro. E. McNiff, member of Div. 292.

Chicago, Ill., Dec. 14, killed, Bro. D. Ryan, member of Div. 302.

Hallstead, Pa., Dec. 24, enlargement of the spleen, Bro. Henry H. Millard, member of Div. 305.

Mattapan, Mass., Dec. 7, apoplexy, Bro. Wilbur A. Rosebrook, member of Div. 312.

Chatham, Mass., Dec. 6, suicide, Bro. M. P. Slavin, member of Div. 312.

Greensburg, Pa., Dec. 13, anemia, Bro. Isaac B. Hill, member of Div. 325.

Buffalo, N. Y., Dec. 26, hardening of the arteries, Bro. J. G. Bailey, member of Div. 328.

Niagara Falls, N. Y., Dec. 7, Bro. G. A. Cook, member of Div. 337.

Wilmington, Del., Dec. 17, pleuro pneumonia, Bro. Frank S. Allen, member of Div. 342.

Wilmington, Del., Dec. 15, killed, Bro. Grant Carter, member of Div. 342.

Princeton, Ind., Dec. 21, tuberculosis, Bro. Geo. Shomate, member of Div. 343.

Dayton, O., Dec. 21, paralysis, Bro. Jas. J. Murray, member of Div. 358.

Toledo, O., Jan. 1, heart failure, Bro. C. A. Botvff, member of Div. 360.

Wichita, Kans., Jan. 4, blood poison, Bro. F. W. Bussey, member of Div. 364.

Oswego, N. Y., Jan. 5, fractured skull, Bro. Robt. Rothrock, member of Div. 367.

Atlanta, Ga., Dec. 25, heart and liver trouble, Bro. Thos. G. Russell, member of Div. 368.

Trenton, N. J., Jan. 8, paralysis and apoplexy, Bro. G. Gingleen, member of Div. 373.

Buffalo, N. Y., Jan. 3, Bro. A. B. Exelby, member of Div. 382.

Beatrice, Neb., Dec. 25, injuries received in wreck, Bro. John D. Traylor, member of Div. 397.

Newark, N. Y., Jan. 5, heart failure, Bro. B. J. Dee, member of Div. 421.

Tuscumbia, Ala., Dec. 5, paralysis, Bro. L. H. Patton, member of Div. 423.

Ashland, Ore., Dec. 12, intestinal nephritis, Bro. Allen H. Conner, member of Div. 425.

Minoa, N. Y., Dec. 30, dropsy, Bro. John H. Casler, member of Div. 441.

Pittsburgh, Pa., Jan. 12, pulmonary tuberculosis, Bro. D. C. Bell, member of Div. 472.

St. Paul, Minn., Nov. 2, cerebral hemorrhage, Bro. R. G. McLagew, member of Div. 474.

St. John W., N. B., Dec. 13, dilatation of heart, Bro. S. H. Clark, member of Div. 479.

Graceville, Fla., Dec. 29, Bright's disease, Bro. C. C. Mhoon, member of Div. 495.

Richmond, Va., Dec. 15, pulmonary tuberculosis, Bro. J. H. Francis, member of Div. 561.

New Castle, Pa., Dec. 16, diabetes, Bro. Geo. L. Kimball, member of Div. 565.

Erie, Pa., Dec. 29, endocarditis, Bro. Lester J. Carney, member of Div. 565.

Ossining, N. Y., Jan. 5, tuberculosis, Bro. John T. Doyle, member of Div. 589.

Freedom, Pa., Dec. 10, anemia, Bro. Robt. Haley, member of Div. 590.

New Cambria, Mo., heart failure, Bro. J. C. Shaw, member of Div. 616.

Bristol, Va., Jan. 6, acute asthma, Bro. P. H. Folmsbee, member of Div. 617.

Savannah, Ga., Dec. 11, Bright's disease, Bro. J. C. Harn, member of Div. 646.

Muskegon, Mich., Jan. 2, Bro. Britton S. Gillitte, member of Div. 650.

Milton, Pa., Dec. 24, diabetes, Bro. Frank Hile, member of Div. 652.

New Hamburg, Ont., Dec. 5, wounds received in war, Bro. J. E. Spahr, member of Div. 654.

Jackson, Tenn., Nov. 8, diabetes, Bro. E. C. Bailey, member of Div. 666.

Island Pond, Vt., Dec. 24, head-on collision, Bro. L. L. Corliss, member of Div. 691.

Neihalls, Ga., Jan. 3, Bro. J. W. Newman, member of Div. 706.

North Bay, Ont., Dec. 10, myocarditis, Bro. Samuel J. McKaig, member of Div. 723.

Pitcairn, Pa., Dec. 19, injuries received in wreck, Bro. E. C. Clawson, member of Div. 772.

New York City, Dec. 16, angina pectoris, Bro. Wm. F. Burroughs, member of Div. 783.

Savannah, Ga., Jan. 7, engine turned over, Bro. H. J. Pettitt, member of Div. 803.

Waterville, Me., Nov. 15, heart disease, Bro. C. S. Pratt, member of Div. 814.

Napoleon, O., Dec. 25, ptomaine poisoning, Bro. John Gorman, member of Div. 850.

Abbeville, S. C., Dec. 24, Rose Ellen Hughes, daughter of Bro. J. T. Hughes, member of Div. 498.

Hamlet, N. C., Jan. 12, Mrs. R. K. Tennant, mother of Bro. C. A. Tennant, member of Div. 498.

## ADMITTED BY TRANSFER CARD

## Into Division—

- 28—J. L. Nissen, from Div. 704.  
 29—Thos. Williams, from Div. 644.  
 46—T. Haines, from Div. 441.  
 51—D. A. Grimsley, from Div. 322.  
 74—Martin Pleau, from Div. 459.  
 83—D. R. Burk, from Div. 600.  
 86—Frank Walker, from Div. 431.  
 97—M. F. Hughes, from Div. 324.  
 100—Everett O. Stewart, from Div. 724.  
 109—P. A. C. Nygaard, Albert L. Seegrest, from Div. 58.  
 161—L. T. Boop, from Div. 355.  
 183—Victor Vanderpool, from Div. 228.  
 187—J. C. Lee, from Div. 548.  
 222—C. O. Sportsman, from Div. 681.  
 227—Carl T. Kapfer, from Div. 14.  
 238—M. H. Washington, from Div. 817.  
 255—L. F. Davis, from Div. 416.  
 270—J. M. Groff, from Div. 527.  
 299—N. W. Powers, from Div. 574.  
 308—P. P. Brown, from Div. 268.  
 345—P. J. Flynn, from Div. 659.  
 349—F. W. Dunlap, from Div. 396.  
 383—E. T. Waller, J. L. Waller, from Div. 739.  
 392—J. M. Brickley, from Div. 824.  
 459—J. H. Burris, from Div. 730.  
 468—C. Z. Myers, from Div. 166.  
 473—M. C. Anderson, J. H. Andrews, W. S. Bruce, H. B. Benson, C. N. Clements, John Corbett, B. T. Dickens, J. C. Dillingham, Ed. Dumont, T. M. Erwin, A. H. Fricke, G. W. Fricke, C. T. Fulghum, T. H. Gallimore, T. L. Greer, Wm. Greer, J. W. Hamilton, J. F. Harvey, J. W. Hanley, W. B. Hill, S. H. Hewitt, W. R. Horn, W. W. Johnson, J. M. Johnson, H. O. Johnson, J. T. Lancaster, A. J. Lester, J. T. Lynch, B. F. Manning, J. C. Moran, J. J. Mitchell, G. W. McCormick, T. W. Nall, Lee Northern, S. B. Oakley, J. J. Parrish, J. H. Peebles, T. E. Phipps, V. Rich, J. T. Sadler, F. O. Simpson, W. J. Sharpe, T. J. Stevenson, Pitt Stiles, J. E. Spencer, W. A. Stephenson, M. J. Sisk, R. S. Templeton, Edgar Stephens, J. D. Swats, W. R. Trigg, C. T. Wilcox, J. D. Weatherly, H. G. Yeargin, from Div. 865.  
 481—S. E. Smith, from Div. 751.  
 540—Wm. Thompson, V. Hoff, Carl Christensen, from Div. 798.  
 660—Louis Hamilton, from Div. 136.  
 Joel V. Nolitt, from Div. 766.  
 669—Arthur Crossby, from Div. 744.  
 L. J. Philpot, from Div. 236.  
 681—R. B. Davis, from Div. 713.  
 704—C. W. George, from Div. 135.  
 728—Henry Deevy, from Div. 168.  
 731—C. C. Spears, from Div. 766.  
 757—C. E. Henry, from Div. 522.  
 Wm. C. Homer, from Div. 411.  
 Oran Schwartz, from Div. 477.  
 773—F. H. Roberts, from Div. 597.  
 785—J. E. R. Kincaid, from Div. 101.  
 800—R. J. Hendricks, E. C. Pettibone, from Div. 773.  
 816—A. E. Chudley, from Div. 764.  
 817—D. R. Robinson, from Div. 864.  
 Joseph Lagrus, from Div. 854.  
 824—W. H. Wildermood, from Div. 81.  
 832—F. D. Bardou, from Div. 583.  
 839—Harry Price, from Div. 553.  
 840—Wm. Smiley, from Div. 7.  
 847—M. McMillen, from Div. 843.  
 854—T. Smith, Thos. Fawcett, A. E. Fraser, James Turner, from Div. 817.  
 855—Dan Malcolm, John Meehan, from Div. 681.  
 A. L. Smith, from Div. 716.  
 J. J. Stinson, from Div. 749.  
 E. R. Tinker, from Div. 817.  
 John Patterson, from Div. 818.  
 862—Charles Milne, from Div. 723.  
 867—F. B. Hannon, Thos. Anderson, F. Dobbs, R. A. Thompson, John C. Hoffman, J. C. Lavery, B. Baker, J. N. Atwood, T. H. Fray, W. A. Rogers, from Div. 77.

## WITHDRAWALS

## From Division—

- 14—A. P. Lam.  
 25—H. J. Riddle.  
 36—John W. Seybold.  
 40—Thos. Flanery,  
 W. W. Savage.  
 53—Wm. F. Sebold.  
 86—Geo. A. O'Leary.  
 107—J. T. Holden.  
 110—W. H. Carroll.  
 114—F. E. Bender.  
 128—T. Martin.  
 166—Edward Morgan.  
 180—Frank Koria.  
 194—L. T. Branham.  
 248—A. M. Turner.  
 250—H. Kelt.  
 268—E. G. Wood.  
 286—John H. Abercomb.

## From Division—

- 354—John P. Schriener.  
 382—John C. Shea,  
 Fred G. Schilke.  
 397—G. W. Nicely.  
 398—J. A. Boag.  
 401—J. H. Stanley.  
 409—L. J. Baldwin.  
 494—L. E. Marshall.  
 511—J. A. Randall.  
 533—W. M. Smith.  
 555—C. W. Westering.  
 566—O. Shaw.  
 598—E. O. Sieweke,  
 Chas. Brown.  
 599—F. H. Hauck,  
 S. H. Stockard.  
 612—L. D. Collins.  
 721—C. E. Kimbrough.

## REINSTATEMENTS

## Into Division—

- 11—Wm. Lowder.  
 19—F. E. Ashbury.  
 23—W. T. Huntsicker.  
 127—L. C. Price.  
 156—Samuel Austin.  
 198—P. Z. Alexander.  
 207—E. O. Steele.  
 240—James L. Close.  
 263—J. H. Loftus.  
 266—A. L. Sturtevant.  
 279—Thos. G. Hunt.  
 352—J. W. Zepp.  
 383—H. S. Greenwood.

## Into Division—

- 438—Andrew Springer.  
 432—J. P. Rule.  
 495—Fred McGee.  
 499—L. J. Osgard.  
 W. A. Prouse.  
 501—G. S. Stephenson.  
 535—James Green.  
 565—Drayton F. Stenger.  
 589—David Conway.  
 591—Wm. L. Marberry.  
 783—Chas. E. Jenkins.  
 849—W. C. Davis.  
 A. J. Whitfield.

## EXPELLED

## FOR NON-PAYMENT OF DUES

## From Division—

- 1—A. J. Smith,  
 J. H. Sanders.  
 13—R. F. Green.  
 20—Chas. O. Bower.  
 88—O. W. Brown.  
 98—F. D. Palmer,  
 J. M. Beard.

## From Division—

- 176—Louis Zanton.  
 304—Geo. D. Garmo.  
 374—S. T. Adams.  
 427—A. J. Hamilton.  
 431—O. B. Clark.  
 619—Richard W. Howell.

## FOR OTHER CAUSES

## From Division—

- 8—L. E. Looper, forfeiting insurance.  
 16—F. J. Conlan, violation of obligation.  
 25—C. W. Hawkins, refusing to carry insurance.  
 28—F. A. Griggs, forfeiting insurance.  
 S. F. Bagley, violation of obligation.  
 31—Thos. Brannon, A. Brown, C. R. Bircher, J. W. Elliott, S. L. Fowler, W. A. George, H. J. Gullick, H. A. Heath, J. Hamilton, J. D. McConaghey, A. Lishman, A. H. Robinson, J. E. Snyder, H. Shaw, W. J. Dargitz, non-payment of dues and not corresponding with Division.  
 33—Wm. Morrissey, forfeiting insurance.  
 41—C. M. Truman, forfeiting insurance.  
 57—F. P. Hanley, forfeiting insurance.  
 58—Theo. Smith, forfeiting insurance.  
 69—Ray Mokler, forfeiting insurance.  
 85—F. L. Caudle, L. C. Thompson, forfeiting insurance.  
 107—Frank O'Leary, forfeiting insurance.  
 161—P. M. Rea, C. E. Wisselman, forfeiting insurance.  
 173—Edward D. Douglas, Geo. F. Jewell, forfeiting insurance.  
 175—O. B. Brenner, forfeiting insurance.  
 178—A. N. Wilhite, not corresponding with Division.  
 Edward L. Rosson, forfeiting insurance.  
 180—G. Littleton, forfeiting insurance.  
 H. B. Sayre, forfeiting insurance and violation of obligation.

*From Division—*

- 197—Thos. Silver, J. T. Brennan, forfeiting insurance.  
 203—Fountain Roberts, forfeiting insurance.  
 206—P. M. Conklin, Thos. Scanlon, forfeiting insurance.  
 219—C. C. Beverly, forfeiting insurance.  
 232—W. V. Stapp, forfeiting insurance.  
 238—John Baafeldt, forfeiting insurance and not corresponding with Division.  
 244—J. W. McMahon, forfeiting insurance.  
 271—N. M. Read, forfeiting insurance.  
 277—A. A. Reck, forfeiting insurance.  
 282—B. L. Adams, forfeiting insurance.  
 286—Geo. Redman, forfeiting insurance.  
 289—L. S. Umbenhow, A. J. Bultman, E. C. Lough, forfeiting insurance.  
 290—H. S. Kunsman, F. C. Sherwood, forfeiting insurance.  
 291—L. C. Leopard, R. E. Temple, forfeiting insurance.  
 294—Chas. Hawthorne, forfeiting insurance.  
 323—E. H. Humphrey, violation Sec. 53, Statutes.  
 332—M. H. Bell, forfeiting insurance.  
 363—B. S. Legates, J. E. Hand, forfeiting insurance.  
 J. F. Walker, failing to take out insurance.  
 369—Wm. Earich, forfeiting insurance.  
 371—P. H. Purcell, M. Stewart, C. M. Winstead, violation Sec. 92 Statutes, and 35 Standing Rules.  
 386—H. C. Wilson, Lawrence Stevens, forfeiting insurance.  
 401—J. H. Viar, Robert St. Clair, Frank W. Moore, forfeiting insurance.  
 402—H. W. Hankey, forfeiting insurance.  
 409—B. F. Newman, forfeiting insurance.  
 418—C. H. Robinson, forfeiting insurance.  
 428—J. H. Daman, violation of obligation.  
 451—Wm. A. Noltie, forfeiting insurance.  
 464—D. A. Patterson, forfeiting insurance.  
 467—Geo. Christine, forfeiting insurance.  
 472—F. D. Weaver, forfeiting insurance.  
 499—W. Wood, forfeiting insurance.

*From Division—*

- 500—M. Montray, failing to correspond with Division.  
 510—M. Riley, Harry Saylor, C. H. Ferguson, forfeiting insurance.  
 545—H. L. Blosser, A. L. Ferree, forfeiting insurance.  
 546—Wm. Small, forfeiting insurance.  
 562—Chas. F. McGladdery, forfeiting insurance.  
 563—T. N. Glass, forfeiting insurance.  
 574—Sid Price, forfeiting insurance.  
 590—J. W. Morgan, forfeiting insurance.  
 600—E. F. Scheiding, violation of obligation.  
 606—T. W. Kelley, forfeiting insurance.  
 643—J. F. Herndon, forfeiting insurance.  
 650—G. N. Coole, forfeiting insurance.  
 652—F. Betz, John Blewitt, forfeiting insurance.  
 664—J. A. Wood, forfeiting insurance.  
 683—Henry Hart, forfeiting insurance.  
 706—Harry M. Johnson, forfeiting insurance.  
 707—Jas. S. Cameron, forfeiting insurance.  
 713—M. P. McIntyre, forfeiting insurance.  
 731—C. H. Myers, forfeiting insurance.  
 736—J. C. Conroy, forfeiting insurance.  
 738—C. S. Rhodes, forfeiting insurance.  
 761—Ira E. Armev, Earl Klome, forfeiting insurance.  
 782—Everett Newell, non-payment of insurance.  
 788—Wm. B. May, violation of obligation.  
 803—F. Tidwell, J. T. Webb, forfeiting insurance.  
 827—L. E. Allen, forfeiting insurance.  
 838—O. P. Walker, forfeiting insurance and not corresponding with Division.  
 853—H. E. Whiteacre, forfeiting insurance.  
 860—F. E. Bohn, forfeiting insurance.  
 865—L. A. Enoch, forfeiting insurance.  
 866—R. W. Smith, P. D. Tisdale, C. J. Tallivast, forfeiting insurance.  
 The expulsion of Bros. C. E. Burgy, F. Cogley, T. Hopkins and T. Hite from Div. 477, which appeared in the January JOURNAL, was an error on part of former Secretary-Treasurer.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 775-779

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Feb. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
686	Joseph J. Frese...	53	644	Mar. 7, 1909	Oct. 30, 1916	Killed.....	\$1500	Johannah Frese, w.
687	Geo. L. Kimball...	62	565	June 4, 1899	Dec. 16, 1916	Diabetes.....	1500	Alice A. S. Kimball, w.
688	J. H. Francis.....	35	561	July 5, 1910	Dec. 15, 1916	Pulm'ary tubercul'sis	1500	Margaret Francis, w.
689	Warren S. Cryder...	40	65	Jan. 7, 1891	Aug. 23, 1914	Blind left eye.....	3000	Self.
690	Dennis Ryan.....	46	302	Sept. 24, 1904	Dec. 14, 1916	Killed.....	3000	Katharine Ryan, w.
691	Frank S. Allen.....	37	342	May 24, 1914	Dec. 17, 1916	Pneumonia.....	1500	Eugenia M. Allen, w.
692	S. W. Robertson...	38	762	Mar. 10, 1902	Sept. 24, 1915	Blind left eye.....	3000	Self.
693	W. W. Givens.....	44	187	Apr. 19, 1907	Nov. 26, 1916	Killed.....	1500	Nora Givens, w.
694	Samuel Blackburn...	73	752	Apr. 7, 1891	Dec. 7, 1916	Acute dilata'n heart.	3000	Daughters.
695	George A. Cook.....	64	337	Sept. 11, 1899	Dec. 7, 1916	Chronic nephritis....	1500	Alice I. Cook, w.
696	H. H. Turner.....	48	86	Feb. 11, 1900	Dec. 12, 1916	Hemorrhage.....	3000	Martha E. Turner, w.
697	Samuel McKaig.....	47	723	July 31, 1904	Dec. 10, 1916	Myocarditis.....	1500	Eliz'th A. McKaig, w.
698	Edwin M. Geist.....	41	18	June 25, 1910	Dec. 21, 1916	Myelitis.....	1500	Anna E. Geist, w.
699	L. L. Hillsinger...	39	367	Dec. 16, 1906	Dec. 20, 1916	Apoplexy.....	1500	Mary B. Hillsinger, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
700	W. F. Burroughs.	64	783	May 4, 1893	Dec. 16, 1916	Angina pectoris.	1500	Emma Burroughs, w
701	L. F. Rape.	30	238	Apr. 20, 1913	Dec. 18, 1916	Killed.	1500	Millie C. Rape, w.
702	Miles W. Shumaker	43	237	Feb. 7, 1910	Dec. 18, 1916	Aneurism of aorta.	3000	Lillian Shumaker, w.
703	C. W. Willis.	58	235	Nov. 27, 1897	Dec. 20, 1916	Bronchitis.	3000	Margaret Willis, w.
704	Sam'l A. Franklin	53	727	Apr. 17, 1903	Nov. 24, 1916	Nephritis.	1500	Augusta Franklin, w
705	Isaac B. Hill.	49	325	May 20, 1907	Dec. 13, 1916	Anaemia.	1500	Maggie Hill, w.
706	Edw. C. Clawson.	49	772	Feb. 1, 1903	Dec. 19, 1916	Killed.	3000	Emma J. Clawson, w
707	E. B. McCreevey.	53	450	May 20, 1891	Dec. 18, 1916	Ruptur'd gall bladder	3000	M. M. McCreevey, w.
708	G. F. Jennings.	68	262	Mar. 13, 1891	Dec. 19, 1916	Endocarditis.	3000	Geo. W. Jennings, s.
709	J. G. Bailey.	77	328	Aug. 28, 1873	Dec. 26, 1916	Myocarditis.	3000	Isabella N. Bailey, w.
710	Joshua M. Plank.	40	16	Nov. 6, 1916	Dec. 12, 1916	Left eye removed.	3000	Self.
711	Grant Carter.	53	342	Sept. 12, 1903	Dec. 15, 1916	Killed.	3000	Nellie Carter, w.
712	Henry J. Patitz.	38	80	Apr. 22, 1907	Dec. 30, 1916	Killed.	3000	Minnie A. Patitz, w.
713	M. P. Slavin.	58	312	Jan. 10, 1904	Dec. 6, 1916	Suicide.	1500	Mary A. Slavin, w.
714	George Shomate.	52	343	Mar. 24, 1905	Dec. 21, 1916	Tuberculosis.	1500	Ruth Shomate, w.
715	Leslie C. Read.	31	76	Dec. 8, 1912	Dec. 22, 1916	Killed.	1500	Susanna A. Read, w.
716	J. E. Flanders.	76	210	Dec. 14, 1889	Dec. 18, 1916	Pneumonia.	4500	Wife and daughters.
717	C. W. Smail.	43	656	June 24, 1902	Dec. 28, 1916	General paralysis.	1500	Rosie Smail, w.
718	James C. Shaw.	56	616	Aug. 15, 1903	Dec. 18, 1916	Mitral insufficiency.	1500	Palmyra M. Shaw, w.
719	Robt. Ballentine.	67	87	Mar. 7, 1886	Dec. 24, 1916	Heart failure.	3000	Lucy M. Ballentine, w.
720	Lester J. Carney.	53	565	May 1, 1905	Dec. 29, 1916	Endocarditis.	1500	Margaret Carney, m.
721	Jno. B. Williams.	55	104	July 28, 1896	Dec. 8, 1916	Endocarditis.	3000	Mother and sons.
722	Eugene Lake.	55	77	Nov. 26, 1911	Dec. 1, 1916	Killed.	1500	May D. Lake, w.
723	F. J. Doran.	55	88	Nov. 23, 1899	Dec. 26, 1916	Heart disease.	3000	Ellen Doran, w.
724	O. J. Beavers.	36	706	Apr. 20, 1913	Dec. 7, 1916	Right foot ampu'ted.	3000	Self.
725	C. C. Starbuck.	51	200	Mar. 17, 1894	Dec. 22, 1916	Pneumonia.	3000	Mary J. Starbuck, w.
726	J. H. Gamble.	77	125	Jan. 9, 1880	Dec. 31, 1916	Cancer of prostate.	3000	Grace A. Gamble, d.
727	Henry Kintzel.	71	75	Feb. 2, 1892	Dec. 31, 1916	Pneumonia.	1500	Son and sister.
728	C. E. Mulliken.	48	602	Sept. 28, 1903	Dec. 30, 1916	Heart trouble.	3000	Marg'te Mulliken, w.
729	Wm. H. Filling.	66	74	Oct. 4, 1887	Jan. 1, 1917	Uraemic poisoning.	3000	Children & grandch'd
730	John A. Hall.	65	74	Aug. 12, 1883	Jan. 4, 1917	Cerebral hemorrhage	3000	Hattie M. Hall, w.
731	John Gorman.	40	850	May 28, 1905	Dec. 25, 1916	Apoplexy.	3000	Louise C. Gorman, w
732	Chas. C. Mhoon.	47	495	Aug. 23, 1907	Dec. 29, 1916	Bright's disease.	1500	Orelia S. Mhoon, w.
733	Robt. C. Rothrock	50	367	Apr. 4, 1893	Jan. 5, 1917	Killed.	3000	Marg't Rothrock, w.
734	Chas. A. Bortorff.	45	360	May 14, 1899	Jan. 1, 1917	Myocarditis.	3000	Marg't Bortorff, w.
735	J. A. Westbrook.	43	156	Apr. 28, 1901	Aug. 11, 1916	Nephritis.	1500	Floy L. Westbrook, w
736	John T. Doyle.	61	589	May 6, 1896	Jan. 5, 1917	Tuberculosis.	3000	Emma Doyle, w.
737	Chas Hulme.	52	43	Aug. 22, 1904	Dec. 30, 1916	Cancer of bowels.	1500	Ida L. Hulme, w.
738	Edward M. Lee.	32	309	Mar. 9, 1913	Dec. 21, 1916	Killed.	3000	Naomi A. Lee, w.
739	Thos. G. Russell.	54	368	Mar. 12, 1905	Dec. 25, 1916	Heart failure.	3000	Daughters.
740	Peter Haddock.	50	66	Apr. 21, 1901	Jan. 8, 1917	Endocarditis.	3000	Cath'ne Haddock, w.
741	Henry Murphy.	61	263	Mar. 22, 1903	Dec. 1, 1915	Blind right eye.	1500	Self.
742	F. A. Davis.	77	169	Jan. 12, 1880	Jan. 6, 1917	Arterioclerosis.	\$3000	Amine M. Davis, w.
743	Robert Haley.	44	590	Nov. 15, 1903	Dec. 10, 1916	Heart disease.	1500	Julia Haley, w
744	Frank Larson.	47	642	Mar. 28, 1904	Nov. 28, 1916	Renal calculus.	750	Ingrie Larson, w.
745	Frank L. Haislet.	33	16	May 1, 1916	Jan. 3, 1917	Right leg amputated	1500	Self.
746	David C. Bell.	51	472	Feb. 24, 1907	Jan. 12, 1917	Tuberculosis.	1500	Ida C. Bell, w.
747	John H. Casler.	51	441	June 3, 1900	Dec. 30, 1916	Chronic nephritis.	1500	Gertr'de L. Casler, w
748	Allen H. Connor.	61	425	July 22, 1899	Dec. 12, 1916	Chronic nephritis.	3000	Nellie Connor, w.
749	John D. Traylor.	46	397	Nov. 29, 1915	Dec. 25, 1916	Killed.	3000	Flo'ce A. Traylor, w.
750	Wm. T. Simpson.	59	1	May 26, 1901	Dec. 18, 1915	Blind left eye.	3000	Self.
751	James J. Murray.	48	358	Mar. 10, 1907	Dec. 21, 1916	Paresis.	1500	Mary Goodburn m.
752	Gibson H. Byers.	38	28	Apr. 20, 1914	Nov. 25, 1916	Acute dilatation hea't	3000	Clara C. Byers, w.
753	E. T. Hincley.	52	254	Oct. 16, 1893	Oct. 25, 1916	Angina pectoris.	1500	Agnes E. Hincley, w
754	John McCoy.	68	244	Aug. 25, 1896	Dec. 9, 1916	Gastric carcinoma.	3000	Wife and children.
755	Joseph Blackman.	70	27	Jan. 22, 1890	Dec. 10, 1916	Apoplexy.	3000	Self.
756	J. H. Heasley.	57	238	Nov. 19, 1894	Dec. 17, 1916	Killed.	1500	Hazel J. Heasley, n.
757	Thomas Mackey.	42	172	Mar. 26, 1916	Dec. 23, 1916	Killed.	3000	Mary E. Mackey, d.
758	Reuben H. Rich.	75	57	June 2, 1888	Dec. 23, 1916	Arterioclerosis.	3000	Emma F. Rich, w.
759	Leon L. Corliss.	38	691	Jan. 10, 1915	Dec. 24, 1916	Killed.	1500	Maule B. Corliss, w.
760	Richard Letcher.	56	564	Feb. 22, 1896	Dec. 28, 1916	Meningitis.	1500	Mary A. Letcher.
761	George B. Storey.	64	162	Aug. 8, 1898	Dec. 31, 1916	Cerebral hemorrhage	4500	Children.
762	Britton S. Gillett.	66	505	Jan. 4, 1881	Jan. 2, 1917	Cystitis.	3000	Wife and children.
763	E. S. Blocker.	68	221	Sept. 23, 1896	Jan. 2, 1917	Organic hea't disease	3000	Addie M. Blocker, w.
764	Edw. B. Johnston.	49	261	Dec. 11, 1915	Jan. 2, 1917	Cancer of tongue.	1500	Jennie Johnston, w.
765	Geo. W. Brown.	75	96	Aug. 7, 1883	Jan. 3, 1917	Erysipelas.	1500	Estate.
766	A. B. Exelby.	59	382	June 4, 1892	Jan. 3, 1917	Chronic nephritis.	1500	Clara Exelby, w.
767	Frank S. Larkham	48	348	Nov. 3, 1907	Jan. 3, 1917	Diabetes.	1500	Kitty M. Larkham, w
768	Jno. T. Hennessy.	55	779	Feb. 5, 1911	Jan. 4, 1917	Chronic nephritis.	1500	Wife and son.
769	Wm. Bolster.	78	46	Aug. 24, 1885	Jan. 4, 1917	Cancer of bladder.	3000	Cornelia C. Bolster, w.
770	Chas. A. Ward.	50	171	May 18, 1907	Jan. 5, 1917	Arterioclerosis.	1500	Eleanor Ward, w.
771	Edw. B. Evans.	32	23	Nov. 27, 1911	Jan. 6, 1917	Killed.	3000	Orpha G. Evans, w.
772	Hy J. Petit.	53	803	July 20, 1887	Jan. 7, 1917	Killed.	3000	Mrs. Claude Hester, s
773	R. P. Wardlow.	62	194	Mar. 26, 1889	Jan. 7, 1917	Chronic nephritis.	1500	Emma A. Wardlow, w
774	George Gingen.	73	373	Nov. 5, 1881	Jan. 8, 1917	Cerebral hemorrhage	3000	Sarah E. Gingen, w.
775	Lewis Oxley.	81	263	Jan. 10, 1887	Jan. 9, 1917	Killed.	3000	Annie E. Malich, n.
776	J. T. Buckingham.	39	194	June 14, 1907	Jan. 10, 1917	Cerebral apoplexy.	1500	Rosa Buckingham, w.
777	J. T. Martin.	35	334	May 8, 1910	Jan. 10, 1917	Tuberculosis.	1500	Effie S. Martin, w.
778	Homer Davis.	53	315	Aug. 25, 1890	Jan. 11, 1917	Heart disease.	1500	Florence E. Davis, w
779	Chas. S. Norris.	46	34	Dec. 7, 1913	Jan. 14, 1917	Tuberculosis.	1500	Gertrude Norris, w.

Total number of death claims 87  
Total number of disability claims 94

Total amount of claims, \$215,250.00

## Financial Statement

CLEVELAND, O., Jan. 1, 1917.

## MORTUARY FUND FOR DECEMBER

Balance on hand December 1, 1916.....		\$252,695 48
Received by assessments Nos. 517-20 and back assessments.....	\$162,965 82	
Received from members carried by the Association.....	1,963 35	
Refund.....	499 16	
Interest for December.....	757 72	
Interest from Canadian Bank of Commerce for six months.....	676 58	
	\$166,852 68	\$166,852 68
Total.....		\$419,548 11
Paid in claims.....		166,742 44
Balance on hand December 31.....		\$252,806 67

## SPECIAL MORTUARY FUND FOR DECEMBER

Balance on hand December 1.....		\$696,837 96
Received in December.....	\$18,739 36	
Premiums from People's National Bank.....	13 24	
Interest for six months.....	4,944 81	
	\$ 23,697 41	\$23,697 41
Balance on hand December 31.....		\$720,535 37

## EXPENSE FUND FOR DECEMBER

Balance on hand December 1.....		\$87,267 66
Received from fees.....	\$ 239 10	
Received from 2 per cent.....	3,747 84	
Refund.....	425 76	
Interest for six months.....	1,760 49	
	\$ 6,173 19	6,173 19
Total.....		\$ 93,440 85
Expenses for December.....		3,090 24
Balance on hand December 31.....		\$90,350 61

## Statement of Membership

## FOR DECEMBER, 1916

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Nov. 30, 1916.....	1,516	43,027	122	19,853	6	4,537
Applications and reinstatements received during the month.....	..	139	..	60	..	11
Totals.....	1,516	43,166	122	19,913	6	4,548
From which deduct policies terminated by death, accident, or otherwise.....	3	167	1	48	..	12
Total membership December 31, 1916.....	1,513	42,999	121	19,865	6	4,536
Grand total.....						69,040

We are writing YOU again with reference to our accident contracts.

We want to call your attention in particular to the fact that this is the fourth consecutive year that we have been able to rebate one quarterly premium, thereby making the cost of this class of protection less than fifty per cent (50%) of that of the old line companies.

From letters received at this office from time to time, we are absolutely positive that a great many of our members are still carrying this protection with one of the old line companies. Why YOU do this, in particular when YOU consider the exorbitant cost, is beyond our comprehension, we can assure YOU. Get the cost of this protection from any of the old line companies, and then compare it with ours, which YOU will find on page 135 of our Indemnity By-laws. This information, as to the cost of our accident contracts as compared with that of the old line companies, ought to be vitally important to yourself and your family, in particular to YOU who are not carrying this kind of protection.

We feel satisfied that if YOU will consider seriously our accident feature, and read the by-laws in connection therewith, YOU will agree with us that your Association is in a position to write YOU a contract that is protection to yourself and family first, last and all the time.

Remember, my Brother, YOU cannot forecast the future. Unseen death is around YOU when YOU are in the service, and walks with YOU upon the streets, ready for YOU at any moment, while YOU, in turn, are never ready for it.

If YOU are not prepared, do not wait for the ambulance gong to remind YOU of your need for our protection.

We have advised YOU many times in the past, and are advising YOU now, to make it your business to get one of our accident contracts while in good health. We cannot issue contracts to the injured or the dead. YOU perhaps will say that YOU have never had an accident in your life. True, but how many of our members go through life in your line of work without accident? Very few. It is possible that your time may come tomorrow. Forgetting for a moment the possibility of your being injured in the service, think of the many thousands that are killed and injured in our cities in many different ways. It necessarily follows that thousands of families are deprived of the necessities of life. If YOU depend on your ability to work for a livelihood, what will happen to YOU and your family when your time comes?

We failed in our effort to double our membership last year, but let us more than double it this year. Start the New Year right, get this protection for yourself and family, and help us make 1917 a banner year.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
General Secretary and Treasurer.

## WEEKLY INDEMNITY CLAIMS PAID JANUARY 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
152	140	E. A. Bolling.....	\$23 57	547		P. H. Dorsey.....	\$20 00
*153	100	A. R. Ayers, Adv.....	50 00	218		R. C. Morris.....	65 71
154	7	Jas. T. Cullen.....	102 86	219	48	J. L. Pate.....	108 57
155	318	Frank H. Fuller.....	150 00	220		W. J. Higgins.....	28 57
156	3	W. F. Storey.....	11 43	*221	523	L. C. Collier, Adv.....	151 43
157	432	Tobias M. Goodman.....	14 29	222	301	H. B. Perfater.....	74 29
158	3	Thomas Whitely.....	22 86	*223	86	Jease D. Morgan, Adv.....	200 00
159	31	A. R. Singletary.....	23 57	224	448	R. H. Gray.....	34 29
160	840	W. B. Phillips.....	45 00	225	164	John A. Reynolds.....	65 71
161	840	C. Rinker.....	32 86	226	155	John R. Dempster.....	22 86
162	417	Theodore Bush.....	97 14	227	177	James C. Blair.....	30 00
163	179	John O'Reilly.....	25 74	228	818	Ray Richmond.....	32 14
164	357	Theo. P. Fischbach.....	15 00	229	134	J. C. Wilhelm.....	20 00
165	200	H. C. Kiley.....	168 57	230	190	Max Owens.....	48 57
166	3	F. W. Hazen.....	20 00	231	220	Dan Yount.....	8 57
167	11	Walter C. Conover.....	12 86	*232	251	Jno. E. Vincent, Adv.....	400 00
168	29	Grant Kelker.....	40 00	233	86	T. A. Butterly.....	17 14
169	66	C. E. Mills.....	102 87	234	471	Samuel C. Hanna.....	17 14
170	198	W. T. Carey.....	48 57	235	194	Nick Cadle.....	85 71
171	98	M. L. Chandler.....	40 00	236	301	C. L. Lawrence.....	40 00
172	546	Hoyt B. Main.....	175 71	237	304	Phillip M. Covey.....	88 57
173	354	Fred W. Spies.....	70 71	*238	115	John Ulrich, Adv.....	90 00
174	554	E. Q. Plummer.....	22 86	*239	463	Oscar S. Ball, Adv.....	170 00
175	609	Wm. Martin.....	12 86	*240	267	P. C. Robey, Adv.....	120 00
176	784	C. A. Davis.....	40 00	241	554	C. W. Hemphill.....	25 71
177	141	Geo. H. Barofsky.....	20 00	242	327	G. J. Lowe.....	45 00
178	471	E. L. Stone.....	25 71	243	853	E. F. Gray.....	54 29
179	37	A. W. Bicking.....	91 43	*244	327	John F. Carroll, Adv.....	100 00
180	327	Jas. H. Quigley.....	15 00	*245	498	Garry H. Hall, Adv.....	100 00
181	599	J. C. Hall.....	80 00	246	286	Frank J. Hall.....	47 14
182	8	H. J. Gabb.....	11 43	247	568	Timothy Monahan.....	11 43
183	132	Fred J. Unruh.....	32 14	248	514	M. A. Miot.....	40 00
184	58	T. H. Purcell.....	75 00	249	525	John Black.....	34 29
185	86	C. W. Hall.....	20 00	250	566	W. H. Ross.....	45 71
186	86	H. B. Robertson.....	45 71	251	566	H. G. Newton.....	37 14
187	173	T. H. Shaw.....	60 00	252	83	Bertram M. Harnly.....	280 00
188	203	F. L. Hanner.....	229 29	253	177	M. McComas.....	12 87
189	203	George Saucer.....	57 14	254	38	Ira B. Snapp.....	308 57
190	278	Andrew W. Dean.....	20 00	255	101	H. C. Armstrong.....	15 00
191	297	Henry E. Derouin.....	12 86	256	86	Chas. T. Sharon.....	14 29
192	339	Benton Kootz.....	120 00	257	569	E. R. Biser.....	40 00
193	489	Edw. R. Manson.....	197 16	258	433	J. B. McIlwaine.....	25 71
194	488	A. W. Hanson.....	30 00	259	206	Lee Lankford.....	28 57
195	486	H. C. Gans.....	40 00	260	758	T. J. Blake.....	40 00
196	391	W. D. Gates.....	36 43	261	143	John M. Brown.....	17 14
197	761	Perry Zimmerman.....	108 57	262	609	H. P. Zanelis.....	125 71
198	232	Philip M. Mead.....	60 00	*915	39	Peter Adrick, Adv.....	100 00
199	270	Chas. Ayars.....	40 00	*916	230	A. T. Stewart, Adv.....	100 00
200	500	J. H. Causey.....	228 57	*979	267	J. E. Divilbiss, Adv.....	110 00
201	501	M. E. Finegan.....	38 57	*781	47	Ira O. Jones, Adv.....	125 00
202	539	Roy S. Barnes.....	54 29	*818	210	J. L. Fickling, Adv.....	150 00
203	733	Chas. P. Wilson.....	14 29	*975	542	M. O. Richards, Adv.....	115 00
204	444	W. R. Wright.....	65 71	978	262	P. J. Conroy, Bal.....	1 3 57
205	5	Albert L. Woodworth.....	48 57	*949	66	C. A. Robinson, Adv.....	60 00
206	66	W. B. Higgins.....	22 86	*358	382	C. A. Heesler, Adv.....	90 00
207	542	Richard Braund.....	28 57	*637	568	J. M. Cox, Adv.....	100 00
208	39	E. R. Day.....	58 57	*779	267	Thos. B. C. Knight, Adv.....	120 00
209	744	W. D. Eggleston.....	37 14	847	86	Thompson McCaskey, Bal.....	355 00
210	126	C. B. Diamond.....	20 00	*203	19	Frank S. Padgett, Adv.....	85 00
211	190	W. E. McQuinn.....	20 00	*110	220	Law'ce W. Hornbeck, A v.....	80 00
212	190	R. L. Johnson.....	45 00	777	36	Charles Baguley, Bal.....	518 57
213	156	B. W. Finck.....	91 43	*916	230	A. T. Stewart, Adv.....	75 00
214	758	Charles F. Walch.....	51 43	*977	331	A. L. Terrell, Bal.....	12 87
*215	16	Harry Mackey, Adv.....	75 00				
216	857	Thomas Fraser.....	60 00				
							\$9,470 06 \$9,470 06

Total number of Weekly Indemnity Claims, 104. \*Number of Advance Payments on Claims, 23.

†Error in time claimed, 1.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID JANUARY 1, 1917.

Claim	Div.	Name	Amt. Paid
185	37	W. T. Ravenscroft, left leg amputated.....	\$1,771 43
186	448	J. A. Philpott.....	2,000 00
187	317	Jas. J. Goodwin.....	2,100 00
			\$5,871 43
			\$5,871 43
Total number of Indemnity Death and Disability Claims, 3.			
Weekly Indemnity Claims paid from December 1, 1906, to December 1, 1916			\$852,728 73
Indemnity Death and Disability Claims paid from April 1, 1907, to Dec. 1, 1916.....			319,247 85
			\$1,171,976 58
			\$1,171,976 58
			\$1,187,918 06

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

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# DIVISIONS BY STATES AND PROVINCES

<b>ALABAMA</b>			<b>MASSACHUSETTS</b>			<b>NEW JERSEY</b>				
Annisston	407	Stratford	188	Evansville	410	Portsmouth	511	584		
Birmingham	132, 623, 661	St. Thomas	132, 623, 661	Ft. Wayne	12	Springfield	584	Nashville	122, 479	
156, 386, 432, 436	Schreiber	562	156, 386, 432, 436	Jarrett	153	Toledo	4, 457, 498	TEXAS	574	
Mobile	140	Toronto	70, 862	Jary	520	Union Hill	171	Amarillo	299, 574	
Montgomery	496	Toronto Junction	296	Hammond	692	Wellsville	329	Austin	841	
Montgomery	496	Windsor	857	Huntington	154	Youngstown	329	Big Spring	212	
Sumner	223	Pr. QUEBEC	Indianapolis	11, 121, 143, 546	Worcester	64	Jersey City	157, 497	Brownwood	863
Tuscaloosa	423	Chaudiere Jct.	558	Jeffersonville	712	Paterson	621	Chickasha	52	
Tusculum	423	Farnham	128	Michigan City	30, 612	Phillipsburg	80	Enid	630	
<b>ARIZONA</b>			612	Durand	650	Port Morris	37	Fairview	768	
Douglas	615	Joliet	91	East Tawas	482	Red Bank	608	Halleysville	593	
Prescott	615	Montreal	98, 268, 693	Escanaba	116	Trenton	578	Leavenworth	593	
Tucson	136	Quebec	388	Gladstone	266	Union Hill	236	Hugo	638	
Winslow	136	Richmond	142	Hancock	564	OHAMA	209	Muskogee	711	
<b>ARKANSAS</b>			142	Richmond	343	Clovis	571	Muskogee	853	
Argenta	278	Riviere du Loup	204	Richmond	343	2 E. Las Vegas	371	Okla. City	721, 722	
Argenta	554	Sherbrooke	694	Richmond	343	Shawnee	446	Sapulpa	578	
Cotter	701	Sorel	797	Richmond	343	Shawnee	446	Shawnee	609	
Eldorado	738	<b>COLORADO</b>			39	Marquette	94	Baker City	700	
Fort Smith	738	Alamosa	820	Wabash	461	Owosso	702	La Grande	362	
Harrison	750	Cardrona	820	Washington	289	Port Harmon	122	Portland	236, 277	
Little R.	182	Colorado City	865	<b>IOWA</b>			248	Portland	758, 856	
McGehee	585	Denver	186, 451, 784	Belle Plaine	526	Traverse City	742	Roseburg	476	
Pine Bluff	585	Canon City	546	Boone	526	<b>MINNESOTA</b>			46	
Van Buren	524	Grand Junction	458	Boone	526	Austin	102	Albany	859	
<b>CALIFORNIA</b>			458	Boone	526	Bemidji	802	Binghamton	311	
Bakersfield	793	La Junta	598	Burlington	151	Brookridge	356	Binghamton	709	
Oakland	426	Salida	799	Brookridge	151	Crookston	842	Brooklyn	439	
Petaluma	800	Salida	799	Brookridge	151	Greenfield	112	Hoboken	171	
Riverbank	889	Waterbury	867	Brookridge	151	Greenfield	112	Hoboken	171	
Roseville	415	<b>DELAWARE</b>			39	Marquette	94	Raton	251	
Sacramento	410	Delmar	374	Fort Dodge	238	St. Paul	150, 353	L. City	269	
San Bernardino	935	Wilmington	342	Fort Dodge	238	St. Paul	150, 353	L. City	269	
San Francisco	935	Dist. Columbia	Washington	160	Mason City	117, 229	Thief River Falls	68		
San Rafael	704	Washington	160	Mason City	117, 229	Thief River Falls	68	Middletown	293	
Stockton	773	High Springs	370	Oakalosa	146	Virginia	677	New York City	149	
Tracy	692	Jacksonville	300	Oakalosa	146	Virginia	677	New York City	149	
CAN.-BRITISH COL.	969	Miami	838	Oakalosa	146	Virginia	677	New York City	149	
Crabbrook	569	San Myrna	838	Oakalosa	146	Virginia	677	New York City	149	
Kamloops	521	Pensacola	776	Oakalosa	146	Virginia	677	New York City	149	
Vancouver	829	Sanford	776	Oakalosa	146	Virginia	677	New York City	149	
Nelson	579	<b>GEORGIA</b>			449	Atlanta	207, 366, 634, 696	Augusta	323, 717	
Prince George	943	Atlanta	207, 366, 634, 696	Augusta	323, 717	Atlanta	207, 366, 634, 696	Augusta	323, 717	
Prince Rupert	911	Augusta	323, 717	Atlanta	207, 366, 634, 696	Augusta	323, 717	Atlanta	207, 366, 634, 696	
Revelstoke	657	Augusta	323, 717	Atlanta	207, 366, 634, 696	Augusta	323, 717	Atlanta	207, 366, 634, 696	
<b>MANITOBA</b>			667	Bruswick	649	Arkansas City	463	Chautauque	214	
Brandon	667	Bruswick	649	Arkansas City	463	Chautauque	214	Missouri	676	
Brandon	667	Bruswick	649	Arkansas City	463	Chautauque	214	Missouri	676	
Duplain	726	Cedartown	628	Chautauque	214	Missouri	676	Missouri	676	
Souris	509	Douglas	799	Council Grove	676	Bonne Terre	636	Brookfield	616	
Transcona	516	Fitzgerald	706	Ellis	141	Brookfield	616	Syracuse	441	
Winnipeg	76, 568	Macon	210, 768	Emporia	130	Chaffee	596	Troy	87	
<b>ALBERTA</b>			817	Savannah	779	Manchester	779	Utica	57	
Edmonton	817	Savannah	779	Manchester	779	Manchester	779	Lebanon	41	
Edmonton	817	Savannah	779	Manchester	779	Manchester	779	Lebanon	41	
Lethbridge	760	Weymouth	656, 666, 638	Hoisington	438	Fortnell	442	White Plains	783	
Calgary	355	<b>IDAHO</b>			438	Fortnell	442	White Plains	783	
Medicine Hat	322	Glenns Ferry	694	Kansas City	81, 491	Hannibal	629	North Carolina	267	
West Edmonton	796	Montpelier	324	Kansas City	81, 491	Hannibal	629	North Carolina	267	
<b>SASKATCHEWAN</b>			228	Neodesha	708	Kansas City	81, 491	North Carolina	267	
Biggar	547	Pocatello	228	Neodesha	708	Kansas City	81, 491	North Carolina	267	
Kamsack	547	<b>ILLINOIS</b>			252	Milan	567	Newbern	339	
Melville	764	Aurora	82	Oswatome	386	Moberly	86	Raleigh	339	
Moose Jaw	610	Bardonia	665	Parsons	179	Monett	507	Raleigh	339	
N. Battleford	516	Blue Island	615	Pratt	627	Nevada	359	Rocky Mount	314	
Prince Albert	832	Centralia	24	Topeka	324	Sedalia	178, 517, 556	Spencer	376	
Regina	825	Champaign	602	Wellington	344	Springfield	378	North Dakota	279	
Saskatoon	738	Charleston	240, 96	Wellington	344	Springfield	378	North Dakota	279	
Sutherland	738	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
NEW BRUNSWICK	138	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
Campbellton	138	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
Moncton	162	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
Woodstock	341	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
W. Ed. St. Johns	479	Chicago	231, 96	Wellington	344	Springfield	378	North Dakota	279	
<b>NOVA SCOTIA</b>			624, 644	Covington	271, 491	Danville	829	Montana	274	
Bridgewater	624, 644	Chicago	231, 96	Wellington	344	Springfield	378	Montana	274	
Glace Bay	624, 644	Chicago	231, 96	Wellington	344	Springfield	378	Montana	274	
Halifax	247	Onton	315	Louisville	76, 168	Deer Lodge	166	Bellefountain	267	
Stellarton	586	Danville	100	Louisville	76, 168	Deer Lodge	166	Bellefountain	267	
Sydney	663	Decatur	165	Paduac	226, 610	Lima	870	Bucyrus	124	
Truro	145	Decatur	165	Paduac	226, 610	Lima	870	Bucyrus	124	
<b>ONTARIO</b>			485	East St. Louis	512	Algiers	531	Whitefish	499	
Allandale	485	East St. Louis	512	Algiers	531	Whitefish	499	Whitefish	499	
Bellefountain	267	Freeport	27	Bogalusa	777	Three Forks	744	Cincinnati	804	
Bridgeport	679	Freeport	27	Bogalusa	777	Three Forks	744	Cincinnati	804	
Brookville	118	Flora	127	DeQuincy	775	Whitefish	499	Cincinnati	804	
Chapleau	818	Flora	127	DeQuincy	775	Whitefish	499	Cincinnati	804	
Chester	818	Flora	127	DeQuincy	775	Whitefish	499	Cincinnati	804	
Williams	243	Kankakee	354	Monroe	765	Alliance	622	Columbus	72	
Hamilton	138	Ladd	792	Minden	632	Beatrice	399	Columbus	72	
Havelock	658	Mattoon	37, 677	Monroe	765	Alliance	622	Columbus	72	
London	658	Monmouth	484	Monroe	765	Alliance	622	Columbus	72	
London	658	Monmouth	484	Monroe	765	Alliance	622	Columbus	72	
Lindsay	628	Monmouth	484	Monroe	765	Alliance	622	Columbus	72	
Mimico	628	Monmouth	484	Monroe	765	Alliance	622	Columbus	72	
Niagara Falls	347	Peoria	92, 417	Bangor	508, 688	Yorkville	168	Omak	607	
North Bay	702	Rock Island	60	Calais	607	Wymore	821	East Ely	810	
Ottawa	168, 459	Roodhouse	220	Portland	814	East Ely	810	Elko	794	
Almington	168, 459	Roodhouse	220	Portland	814	East Ely	810	Elko	794	
Port Arthur	637	Springfield	720	Bruswick	649	Arkansas City	463	Chautauque	214	
Kenora	535	Springfield	720	Bruswick	649	Arkansas City	463	Chautauque	214	
Rainy River	749	Springfield	720	Bruswick	649	Arkansas City	463	Chautauque	214	
Sault Ste. Marie	657	Lookout	654	Elkhart	248	Hagerstown	248	Indiana	188	
Lookout	654	Elkhart	248	Hagerstown	248	Indiana	188	Indiana	188	



# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

MARCH, 1917

No. 3



# Wonderful Bargains

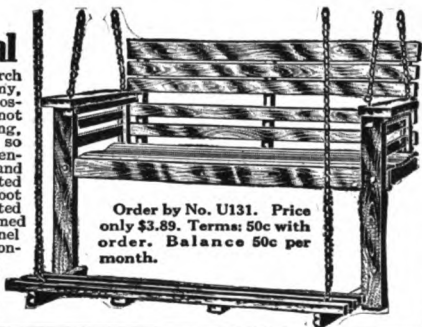
## From the Great UNIVERSAL Catalog

### — Each Sent Direct Only

# 50¢

## Automote Swing Special

Here is a new idea in Porch Swings. A large, roomy, comfortable swing that possesses patented features not found on any other swing, and is offered at a price so low that every home can enjoy its healthful rest and comfort. Swing is operated by slightest pressure of foot on foot rest. Is constructed of hardwood in popularized finish. Has attractive panel ends, equipped with non-rusting chains and ceiling hooks. Length 4 ft. Seat 16½ in. deep. Arms 21½ x 3½ in.; back 17½ in. high. Folds flat for shipment.



Order by No. U131. Price only \$3.89. Terms: 50c with order. Balance 50c per month.

## Remarkable Sale of Dishes

Good quality white Porcelain, exquisitely decorated with latest rose floral pattern in many natural colors and gold.



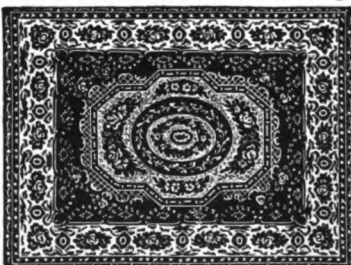
Six dinner plates, 9¼ in.; 6 breakfast plates, 7¼ in.; 6 cups; 6 saucers; 6 fruit dishes, 6¼ in.; 6 new style deep soup coupes; 6 butter plates; 1 deep open vegetable dish, 9¼ in.; 1 meat platter, 11½ in.; 1 meat platter, 9¼ in.; 1 sugar bowl and cover, (2 pieces); 1 cream pitcher. Every piece guaranteed full size for family use. This 48-piece set is a wonderful value at our low price and easy terms.

Order by No. U127. Price only \$3.69. Terms: 50c with order. Balance 50c per month.

## Grand Bargain In Elegant Brussels Rug

A wonderful value. Woven of high grade yarns in handsome medallion design. Colors beautifully blended—tans, browns, reds, greens predominating. Harmonizes with all furniture, carpets and draperies. Your choice of four sizes—sent for only 50c and the coupon.

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## March

At 8 a. m. the rain descends,  
Loud thunder leaps across the sky.  
Black clouds assemble overhead,  
Northward the birds begin to fly.  
The forked lighting seems to flash  
More vividly than e'er before,  
There is no sound that is not drowned  
By the majestic Storm King's roar.

8:10 a. m.—the sun shines down  
As oft it shines in flowery May;  
Gone is the wind, and over all  
A frozen silence holds its sway.  
The mercury is aiming for  
The zero mark—and getting there;  
Again old Winter sends his darts  
A-whissing through the frosty air.

8:12 a. m.—The blinding snow  
Sweeps everything before it now;  
A blizzard rages o'er the earth,  
The wind has veered, sou'west by sou'.  
A fleecy mantle now appears,  
White as an apron full of starch;  
We wonder what is coming next;  
No tongue can tell, for this is March.

WILLIAM F. KIRK.

## For the Honor of the Flag

BY CLARISSA MACKIE

Luke Fraser twisted his sun-bleached mustache into aggressive points and fixed his blue eyes on the rim of the desert where the horizon met the low serrated lines of the Dingus foothills. When he spoke he did not glance at his companion, but apparently addressed his remark to the distant hills.

"I usually tote a gun," he drawled smilingly. "When I meet a coyote—

beast or human—I'm ready for him, and nine times out of ten when the coyote sees the gun he's plumb scared and he thinks to himself: 'Tain't no use mon-keying with that galoot. He's too darned ready to shoot.'"

His companion smiled loftily. "Your argument doesn't hold water, Luke."

"You bet it doesn't," retorted Mr. Fraser, facing about. "There's more sand in my makeup than there is water, Humphrey."

"I'm a peaceable man," contended George Humphrey. "If a man does me an injury I try to return good for evil. I turn the other cheek to him."

Luke breathed faster.

"Being postmaster at Cactus Branch is kind of a peaceable job; when a man does you a bad turn you can hold up his mail, though it's unlawful and risky, but it's been done!"

Humphrey's lantern jaws snapped together. "When did I hold up your mail?" he demanded, but his eyes shifted from Luke's calm blue gaze.

"Mrs. Fancher was complaining she didn't get a letter I sent her," he accused.

"Maybe you didn't write it," sneered Humphrey.

"Maybe I!"—Luke stopped abruptly and strained his eyes toward a couple of riders slowly approaching the ranch house. The man rode with an upright, military bearing, the woman with the graceful ease of one long accustomed to the saddle. She was young and pretty,

with masses of soft black hair tucked under the wide brim of her white felt hat. They drew rein beside the corral gate where Luke and Humphrey were lounging.

"Good morning, gentlemen," smiled the Widow Fancher. "This is Captain Linney, from the Sandy Bluff barracks—oh, you have met before?" as the three men exchanged greetings. "You tell them, Captain," she appealed prettily to her companion.

Captain Linney's sun-browned countenance was grave. "I came over to tell you people that you had better pack up and come into town for a few days. There's going to be trouble by tomorrow night."

"Pedro at it again?" demanded Luke eagerly.

Linney nodded.

"Sorry, but I've got to stay and watch my stock," returned the rancher.

"Alone?" Linney's brows lifted in surprise.

"I reckon my men will stop along and help, and here's Humphrey, spoiling for a scrap. You'll stay, won't you, old scout?"

Humphrey cleared his throat. "My duty as postmaster of this here town demands my presence in Sandy Bluff."

"Of course Mr. Humphrey is right," observed Mrs. Fancher.

"But he doesn't believe in fighting—we've just been arguing over it. Suppose they tore the flag down from the postoffice—what would you do, eh?" Luke demanded of Humphrey.

"They wouldn't touch it; they wouldn't dare," smiled the postmaster serenely. "The flag protects itself."

"It does not," retorted Luke fiercely. "It's the men who fought and bled and died for the honor of that flag that have made it what it is. Look at the colors—blue, heaven-born courage; red, the blood of heroes; white, unsullied honor of a nation!" He choked suddenly.

Mrs. Fancher's black eyes danced as she exchanged a glance with Linney.

"Then you won't come into town and help us?" asked the army man quietly.

"That's another story," retorted Luke. "I'll be there with as many of the boys

as I can spare. We'll ride over some time between now and daybreak."

They shook hands, and Humphrey mounted his big rawboned sorrel and accompanied the pair.

Luke watched them out of sight. When Mrs. Fancher turned and waved her hand he swung his hat in response, but the smile was gone from his eyes, and there was a bitter look about his mouth. Even a "gun toter" may indulge in a few heart pangs when the woman he loves rides away with another man. And Linney was a good fellow in every respect, a more suitable husband than either Luke Fraser or George Humphrey, for the two latter were rivals for the pretty widow's hand.

The stars were fading in the earliest dawn when Luke and five of his men rode into Sandy Bluff. The little town twinkled with lights, and horsemen appeared suddenly from unexpected places and challenged the approach of the men from Fraser's ranch.

The day passed in silent preparations against the expected attack of Pedro and his marauding band. In the beginning the halfbreed had confined his activities to cattle rustling; but, emboldened by his successes, he had planned a raid on the thriving little colony at Sandy Bluff.

Luke found time to run into Mary Fancher's millinery shop and exchange a few words with the object of his adoration, but the little widow appeared sad and spiritless and even shivered when Luke referred to the coming encounter.

"There will be—killing, I suppose, Luke," she quavered as he was leaving.

"Sure thing," he returned briskly. "You better get some of the women folks together and fix a temporary hospital here—eh?"

She promised to go to work at once, and Luke left her and went to the postoffice for his letters. In the still air of the midsummer day the flag hung limply against its pole.

Luke lifted his hat in salute and entered the untidy general store, where Humphrey was fixing around busily.

"Going to tote a gun tonight, Humphrey?" asked Luke.

"You know my sentiments," retorted the postmaster grimly.

"If Pedro or his men harm you—you'll slap somebody's wrist, eh?" grinned the rancher.

Humphrey scowled and said nothing.

Luke bought some tobacco and cartridges and went back to his post—to guard the mouth of Cactus Bend, a waterless bed of a long forgotten creek, up which Pedro and his band could steal unobserved, hidden by the mesquite bushes on either side.

Night came on, and Luke with his companions crouched under the stars and thought of many things. He thought of his hopeless love for Mary Fancher—of his hearty dislike for George Humphrey—of the flag for whose honor he was ready to spill his life blood. There had always been fighting blood in the Fraser family. Frasers had shed blood in every war of the Union from the battle of Bunker Hill—every emergency had found a Fraser ready to battle for his country. Luke Fraser himself had been one of a company of rough riders who had charged up San Juan hill.

But Pedro was a crafty foeman. He did not approach Sandy Bluff by any expected route, but came creeping around under the adobe outer walls of the Branch hotel at the head of the town where one of his spies admitted them through a gate. It was not until distant shots announced their presence in the town that Luke and his companions realized that Pedro had outwitted them.

In an instant they were running swiftly through the dark streets toward the center of the town. In front of the post-office Pedro's men had massed themselves and were firing recklessly at the building, where a strong guard from the barracks had been placed.

But it was Humphrey's activity that astounded the ranchman as he now and then glimpsed the postmaster's huge form through the spitting fire.

One of the raiders had climbed to the roof and had torn the flag from its pole. Suddenly Humphrey appeared at an upper window—there was a crash of glass as he

burst into view. In another moment the raider hurtled through the air and struck the ground and lay still. There was a yell of rage from below, and a shower of bullets spattered around Humphrey.

The postmaster appeared to have lost his reason. Like a maniac he swung the flag about his head and defied them. Others of the band swarmed up to the roof, and he flew at them like a wild man. After the third one had fallen to the ground, broken and groaning, Humphrey staggered and, clutching the flag, half fell into the open window, where he hung limply across the sill.

During the confusion of fighting on the roof the garrison had completely encircled the raiders, and when the sun lifted a red rim above the eastern horizon it shone on Pedro's dead face and the sullen countenances of his men, now prisoners.

Humphrey had been carried into Mary Fancher's shop, where Dr. Brown and the volunteer nurses were busy administering to the wounded. Luke Fraser, dusty and battle-stained, came tiptoeing into the room, but Mrs. Fancher waved him out.

"It's so crowded, Luke," she whispered, "and these poor fellows need all the air possible."

"All wounded—none killed?" he questioned.

"Thank God, no. Captain Linney was slightly wounded, just a scratch on the shoulder, but poor George Humphrey is badly hurt—the doctor isn't sure—ah, I am needed!" and she vanished.

Luke came again toward night, and they told him Humphrey was better; he would live. The postmaster was lying on a cot in one corner of the little shop. His gaunt face looked grim and forbidding against the white bed linen. Mary Fancher admitted Luke and told him the patient was not to be excited; then she stole outdoors, where a soldierly form lingered at the gate.

Luke saw the meeting, swallowed hard and sat down by Humphrey's bed.

"Better?" he asked awkwardly.

"Yep," croaked Humphrey feebly.

"Were—were there many dead ones?"

"Oh, a few," evaded Luke.

Humphrey was silent for a few minutes.

"I suppose you think it's queer the way I acted after I said what I did to you yesterday," he ventured.

"You're some hero, Humphrey," Luke chuckled.

"Oh, pshaw!" deprecated the postmaster. "But you know they touched the flag, Luke. I couldn't stand for that."

"Sure, you couldn't. You don't need to be a gun toter, Humphrey; not with those bony fists of yours so handy."

"I didn't know it was in me, Luke," groaned the other. "I thought I was a peaceable man. I didn't know it was in me to kill a man."

"You don't know what you can do till you're tried out," observed Luke.

"There's something I want to say right here, Luke, and I want you to believe me," said the postmaster earnestly.

"Fire away. I'm listening."

"I never touched any letter you or any man ever sent through the mail. Believe that?"

"I do. It was plumb mean of me to say what I did; but, honest Injun, Humphrey, I was jealous of Mary Fancher. But I guess I never had any show there."

"Neither one of us had a look in. Captain Linney's the winner."

Their hands gripped in silent sympathy.

Humphrey broke the silence. "I didn't know it was in me, Luke; but, I guess, it's in every man who loves his country when the time's ripe and he's needed. I guess it kind of breaks loose."

As the twilight deepened Mary Fancher lingered at the gate with her soldier lover. In the dimly lighted room the discarded suitors talked in low tones not of women nor of love nor of personal disappointments and grudges, but of broader things—of the country that was theirs, of the men who had wrested it from the wilderness, of the gift of liberty and the heroes who had died to defend it—and they knew that when the call came again they would both be ready to fight side by side for the honor of the flag whose stars and stripes hung in a dim corner of the room.

## Ezekiel's Trumpet

BY JOTHAM KINGSLEY

A gust of wind stirred the curtains of Mrs. Abner Albee's front parlor and brought with it a scent of lilacs and apple blossoms.

Lizzie Albee stood in the middle of the room with a frightened look on her round, good-natured face. The door was closed, and in the dimness of the unused room her face shown out pale and strained. Her head was bent in a listening attitude.

Overhead she could hear her father-in-law's footfalls as he tramped to and fro in the best chamber. Presently the foot-steps went into the upper hall and ascended the attic stairs. From the upper distance they echoed as Ezekiel went to and fro talking to himself, searching here, there and everywhere for—what? Lizzie Albee knew, and she shivered as though a cold breeze of fear had touched her.

Now the steps were descending the stairs slowly, wearily, as if Ezekiel had tired of his quest, but he came surely, looking for her. She seated herself.

At last he approached the parlor door, and, as if incredulous that she could be here at this busy hour of the morning, he merely turned the handle of the door and called her name.

"You here, Lizzie?" he asked.

"Yes," she said, breathing heavily.

He pushed the door open and stood revealed, a bent old man with a round rosy face and dark eyes framed in a halo of frosty white hair.

"Land sakes, Lizzie!" he ejaculated.

"What be you doing in the parlor?"

"I was opening the winders, pa," she said, looking past her father-in-law. "The air is real fresh this morning."

"It's May time," he said wistfully, and then he went on hastily, "Lizzie, I can't find my trumpet."

"Your trumpet?" she repeated shrinkingly.

"Yes—it's the queerest thing. You know I always keep it in the bottom drawer of my bureau—it's gone, case and all. I went to get it so's I could polish it up a bit—you know folks expect me to play at the exercises on Memorial day."

"It must be there," said Lizzie, with

sudden vigor. "Trumpets can't walk out of the house, pa. Maybe you put it in another place."

"That's right, Lizzie; only I can't help wondering where it is," he worried.

Ezekiel Albee was in the vegetable garden pulling some radishes for tea when Miss Henrietta Burr came tiptoeing across the field from her own house on the back road.

"Good evening, Mr. Albee," she said pleasantly. "Where's Lizzie?"

"In the house, Henrietta. She's sewing. She bought a new blue dress from the exchange peddler."

"Humph," said Henrietta, her eyes glinting under half-closed lids.

"Yes," went on Ezekiel in his patient way. "I expect I've set her back with her work today. She's been helping me look for my trumpet."

"Your trumpet? You've lost it?" cried Henrietta.

Ezekiel sat on his heels and pushed back his straw hat.

"Yes; it's gone."

"Where?"

"I don't know. I always keep it in the bottom drawer of my bureau, and this morning I went to get it out, and it was gone, case and all. We've hunted the house over from attic to cellar, and it ain't nowhere around."

"I want to know! But you must find it, Mr. Albee. You've got to play it on the 30th, you know. Why, it won't be a real Memorial day if you don't play 'The Star Spangled Banner' and then sound 'taps.'"

"I know it. Still there's some folks don't care for my playing. Lizzie gets tired of it. Says it makes her feel like she hadn't a friend in the world."

Henrietta's lips tightened.

"I don't believe any one else thinks that way, Mr. Albee. We just enjoy it. Sometimes I can hear you playing way over to my house, and it sounds real pleasant and friendly."

"Thank you, Henrietta," he said huskily. "It's gone now."

"We'll find it. Some one must have stolen it. Has any one been in the house?"

"No one except the exchange peddler, and he's honest enough."

"Humph!" sniffed Henrietta and went on into the house, leaving Ezekiel pulling radishes in the mellow glow of the setting sun.

She walked right into the sitting room with the freedom of an old acquaintance.

"Hello, Lizzie," she said, sitting down in the Boston rocker.

"Good evening," said Lizzie, cramming her sewing into a big basket. "I declare it's most supper time. You'll stay?"

"Can't." What you making—a new dress?"

"Yes. I needed one."

"Seem's if you were always making up new dresses, Lizzie."

"I get awful tired of my clothes. I send 'em up to my sister in Vermont. I make 'em myself, so it don't cost so much. I like variety."

"That's a pretty piece of goods," said Henrietta, picking up a fold and examining it. "Did you buy it from the exchange peddler?"

Lizzie hesitated.

"Yes," she said at last.

"I suppose you've been saving up your rags and bottles and old hats and shoes for a long time," went on Henrietta relentlessly.

Young Mrs. Albee breathed heavily.

"Yes," she said again.

"We've been having some nice warm rains," said Henrietta, with a sudden change of topic. "It will bring the flowers out nicely for Memorial day."

Lizzie Albee winced as she stuck her needle into the tomato pincushion and put the workbasket away.

"Yes," she said absently.

"I don't know what we'd do without flowers for the cemetery and Mr. Albee's playing the cornet on Memorial day," pursued Miss Burr.

"I know folks set a store by pa's playing," faltered Lizzie.

"But," said Henrietta in a menacing tone, "how can your pa play when he's lost his trumpet?"

Lizzie jumped.

"I know it," she said faintly.

"That trumpet's got to be found," went on Henrietta.

"That's what I say," agreed Lizzie, hurriedly recovering herself. "I've hunted the house high and low and I can't find it."

"You ain't looked in the right place," asserted Henrietta.

Lizzie gasped.

"What do you mean, Henrietta Burr?"

"You ain't looked in the right place. That's what I mean."

Miss Burr cast a scathing glance over her shoulder and left the room and the house. Lizzie, peering from the window, saw her talking to Ezekiel in the orchard.

Just then Abner, Lizzie's husband, came up the road from the flour mill where he worked, and young Mrs. Albee hurried around to prepare the evening meal.

"Lost your trumpet?" roared Albee when his father broke the news to him at the supper table. "Why, it must be somewhere around the house," he comforted the old man.

Abner and his wife slept in adjoining rooms, and it was a long time before Lizzie went to sleep. A whippoorwill was singing in the orchard, and its uncanny notes set all her nerves on edge. At last she fell asleep and dreamed.

She dreamed that it was Memorial day, and it was different from any other 30th of May since she had been married and came to live in patriotic little Westriver. Instead of men, women and children, laden with flowers, wending their way to the cemetery on the hill, she thought that every one was searching for Ezekiel Albee's silver trumpet.

"We can't have any celebration unless Ezekiel finds his trumpet," they all said.

She awoke with a frightened scream and sat up in bed.

She dressed hurriedly and, taking her shoes in her hand, crept noiselessly down the stairs to the kitchen. Here she put on her shoes, and then she took Ezekiel's heavy walking stick in her hand.

She locked the door behind her and slipped the key in her pocket.

The road lay white and empty in the moonlight. Lizzie was a timid creature, and she dreaded the walk.

"Of course it couldn't," she assured herself. "But how did I ever come to do

it? I didn't think he'd care so much, and I was tired of the pesky tooting. I wish—I wish I didn't have to go over Dark hill."

But Lizzie Albee had to pass over Dark hill if she was to fulfill her mission.

She passed the last house at the foot of the hill just as the village clock struck 12. As she trudged up the incline toward the dark summit of the hill, where the road was broadened on either side by dark pine trees, Lizzie clutched the heavy walking stick more firmly.

At the foot of the other side of the hill lived Michael Smith, the "exchange peddler," as he was called around the countryside because of his willingness to exchange new articles of dress or household articles for old rags, bottles, newspapers, bits of old furniture and other articles which people had tired of.

Michael Smith lived alone in a little one-story house on the edge of the salt meadow that bordered the beach. He kept his horse and his high, covered wagon in a little barn in one corner of the yard. He was a great reader, and people declared that sometimes he lay in bed all night reading Dickens or Thackeray or Scott's long novels.

Lizzie Albee hoped that Michael would be reading tonight.

There was a light in his window, and she sobbed with joy when she saw it. She leaned over the fence and tapped on the pane with her cane.

A shadow crossed the drawn curtain, and then Michael's voice came from within.

"Who's there?" he challenged.

"It's Mrs. Albee," quavered Lizzie. "I want to speak to you a minute."

He uttered an exclamation of surprise and told her to wait a moment.

Presently he came out fully dressed and peered at her curiously.

"What in the name of time's brought you three miles from home?" he asked. "You're not all alone, Mrs. Albee?"

"I am," she said doggedly. "I came after that trumpet, Michael. I'd walk twenty miles to bring it back to pa! I must have been crazy to have traded it off for a new dress. You give me

back the trumpet and I'll make up the dress and give it to you, and you can likely trade it in for \$10, being all made, ready to wear."

Michael clucked with his tongue.

"I'd like to keep that there trumpet," he said slowly. "I've been thinking of learning how to play on it. I'm naturally musical, I am," he added, with a gratified air.

"I don't care how musical you are," said Lizzie fiercely, "not if you can sing like a whippoorwill, so there! I want that trumpet."

"Oh, all right, Mrs. Albee! When a lady talks up like one of them fire eating suffragettes Michael Smith ain't the man to talk back. Here's your trumpet—and I don't suppose you want anything said about it," he added good-naturedly.

"I deserve anything you want to say," returned Lizzie wearily. "Thank you, Michael, and if you'll call next time you come around I'll have the dress ready for you."

"All right, and don't you worry, Mrs. Albee. I can be dumb when I want to, and I want to be now. Shall I walk back with you?"

"Land, no," said Lizzie. "I'm scared to death to go, but that's part of my punishment."

"Well, I wish you good night, ma'am," said Michael, with an added note of respect in his voice.

"Good night," said Lizzie, and she went up the hill toward home with the cornet case under her arm.

On the brow of the hill, just where the shadows lay the darkest, she met two shapes coming toward her. They were a man and a woman, and before they met the man called anxiously:

"That you, Lizzie?"

It was her husband's voice.

"Yes," she said uncertainly. They met, and she saw that the woman was Henrietta Burr.

"I've been over to Michael Smith's after pa's cornet," she said. "I traded it to him for a dress pattern, and I've been after it—there!"

Abner's arm was around her.

"I missed you," he said simply, "and

so I went over to Henrietta's. She said she thought you was coming up this way to right a wrong, so we came together. I didn't know about pa's trumpet."

"You'll have to tell him," said Lizzie drearily.

"Nonsense!" said Henrietta briskly. "Mr. Albee will be so glad to get his trumpet that he won't care where it went—and we won't spoil his gladness by telling about mistakes."

Westriver people always say that Mrs. Abner Albee saves up the whole year for Memorial day. Her garden furnishes the most flowers, and she always plants flags on the graves of the veterans who have answered the last trumpet call. And old Ezekiel leans heavily on her strong arm when it is time to go to the cemetery, and she holds his cornet case when he puts the trumpet to his feeble lips to play, each year more uncertainly, "The Star Spangled Banner."

And those who can remember say that her change of attitude dated from the time when Ezekiel lost and found his beloved trumpet.

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### The Guilty Conscience

BY FAITH BALDWIN

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Well built, well dressed, well groomed, the man entered the lobby of the typical New York apartment house.

As he did so he glanced hastily down the deserted drive, then across the dead slate-colored Hudson to the pearl and yellow lights glittering coldly along the Jersey shore.

Once inside the house he was soon inserting his key into the door of his apartments. He stepped into the warm glow of the drawing room, where a little woman, hatted and cloaked for the street, faced him.

In one swift glance she had noted his ashen pallor and the deep lines in his face.

"What is the matter?" she asked sharply.

"It's all up, Madge," was his reply.

"Impossible!" she gasped.

"It's true," he told her. "Listen! They may be here any minute now. We



haven't time to clear out. Well, it's me for facing the music. Caught with the goods!" he moaned, dropping into a chair.

"You have it with you?" she questioned angrily.

"Yes, in my pocket," he replied. "Shall I give it to you?"

"No! Let me think. In heaven's name, what shall we do?"

"I wish I had your courage," he muttered. "Here it is."

He drew an open case from his pocket, and the woman uttered a stifled exclamation at the sight of the flashing blue-white diamonds displayed.

He slipped the jewels into his pocket and tossed the case to the woman, who shut it with a click of the spring lock and put it in her muff, which lay on a chair.

Then she watched the man go to the insistent phone and remained rigid, listening to the ensuing conversation.

"Hello?"

"Yes, this is Mr. Mortimer."

"Did he give his name?"

"Is he a tall man, brown overcoat, gray suit, dark mustache?"

He listened eagerly to the answer, then, putting his hand over the mouthpiece, turned to his companion and cried hoarsely:

"He's here! What now?"

"Have him come up. It's the only thing to do, or he'll come anyway."

Hanging up the receiver, he faced the woman. Both of them were ghastly white. There was a short pause, but an eternity of time, and then a knock at the door.

"Come in!" said the man steadily.

The door opened to admit a man tall, dark and comparatively young.

"Richard Mortimer?" he asked curiously. Then, noticing the woman for the first time apparently, he added: "I beg your pardon. I was not aware you had a"—

"This is my sister," said Mortimer. "Will you kindly state your name and your business with me?"

The man threw open his coat, disclosing a police-detective badge.

"My name is Burns," he said quietly.

"And I guess you know what I want of

you, all right, all right. You didn't quite get away with that little jewel stunt of yours, after all."

"No," he added as Mortimer started to speak. "I've traced the thief here to these apartments, and the best thing you can do is come right along with me now, without any fuss."

"I don't know what you're driving at," said Mortimer. Then as the man moved toward him he cried threateningly:

"You can't take me by force, you know, and if you're looking for a fight I'll"—

Burns sneered.

"The old days of knocking a man down and dragging him off to the police station are over. Gone are the times for bloodshed and blows in the taking of a criminal.

"People realize more the importance of that little element in mankind that we call, in want of a better name, the conscience!

"You're guilty, and you know it! You may make a getaway now, but the world isn't big enough to hold you and your guilt. Sooner or later you must give yourself up to the inexorable law. You can't help it."

"How do you know he is guilty?" asked the woman, speaking for the first time since the entrance of the detective.

"If he is, he will tell me so of his own free will. Here!" and Burns tossed on the table near by a pair of handcuffs.

The chill steel fell on the wood with an ominous clank.

"Sit down," said Burns gently to the pair whose fascinated gaze was fixed on the grim thing on the table.

"For the guilty person in this room will eventually wear those handcuffs—by free will. There is absolutely no escape!"

Burns, watching, saw a swift, understanding glance pass between brother and sister, yet the true meaning of that glance he could not fathom, so blankly expressionless were their faces.

Then Mortimer spoke defiantly.

"What's your game?" he asked. "Do you expect to gain anything by invading my rooms and chucking a pair of handcuffs on the table in that spectacular fashion?"

"I stay right here till something happens," answered the detective, "if I'm still here for breakfast tomorrow morning. So take your time, for you may be 'doing' it before long!"

He smiled and offered Mortimer a cigarette.

The latter took one and lit it with the match shaking visibly.

Then he strolled to the window with an effort of nonchalance that did not deceive the big man watching him so closely.

Apparently the woman was not misled by her brother's air of carelessness, and if Burns had observed her then he would have seen a look of contempt in the fever-bright eyes resting on Mortimer.

This expression was engulfed in one of almost painful anxiety, however, as she saw her brother turn sharply and start toward the motionless detective in the manner of one whose mind was made up.

The eyes of the two men were fixed on each other—Mortimer had crossed to Burns and opened his mouth to speak—when a sound shattered the silence.

The sound of steel striking wood.

The men turned and, speechless with astonishment, saw the quiet little woman drawing the handcuffs across the table to her with slender, blue-veined hands.

For a second she hesitated, horror visible on her face, almost recoiling.

Then in the hush she slipped the handcuffs on her hands, that seemed much too frail for their cold, merciless burden.

Then to the detective she said calmly: "I am ready."

Burns could hardly conceal his amazement.

"The jewels?" he asked briefly.

Her answer was to motion toward her muff.

Burns picked it up and drew out a heavy little jewel case, tight shut by a snap lock.

He slipped it in his pocket with a satisfied air.

"Thank you, madam. Will you come with me?" he said, turning to the door.

She took a faltering step toward her brother and said, her courage suddenly breaking down:

"Can you ever forgive me, Richard? I have brought nothing but sorrow upon

you. If only I could have spared you this! Ah, what a fool I've been! And now it is goodbye!"

She turned to Burns, and her brother rushing forward, threw himself before the door to block their way.

"You shall not take her!" he cried at Burns furiously.

Then to her, in pleading, broken tones: "Madge—Madge!"

"Hush," she said in reply, with a certain grave, sweet dignity. "The sin is mine, and mine must of necessity be the punishment. No, do not kiss me, even in farewell. By my own act I have brought it on me and now I am an outcast."

When Burns and his prisoner were about to get into a waiting cab, she seemed weak, but when Burns attempted to aid her in climbing into the conveyance she refused his proffer courteously enough, though she shuddered at his touch.

The drive to headquarters was accomplished in silence.

Burns was full of speculations concerning the woman at his side.

The light touched her pale face and he noted with unaccustomed pity her appearance and extreme frailty.

Arrived at their destination, Burns went in to inform his chief of the arrest, leaving the woman in an outer room, guarded by a policeman.

"Well?" asked his superior briefly.

"Report on the Maiden Lane jewelry case," he answered curtly.

"You served the warrant?" was the next question.

"No, but"—

"But what?" impatiently.

"I worked the old gag of throwing the handcuffs down and trying the 'Your conscience will get you trick.'"

"What do you mean?" quickly.

As Burns explained the chief's face grew more and more grave.

"The woman put the bracelets on herself?" he asked incredulously when Burns reached that part of his story.

"Yes," answered the subordinate one, filled with visible pride of his success. "I brought her with me."

"Where's she—what do you call him—brother?"

"We left him there."

"What! You left him there? Oh, you flathead, you!"—

It was now Burns' turn to demand abruptly:

"What do you mean?"

"What I said. Did you get those diamonds?"

In answer, Burns handed him the case. He took it, tried the catch, and failing to open it, shook the box close to his ear.

Then he dropped it with a look of disgust.

"There is nothing in that case, Burns," he said sternly.

"Nothing?" was Burns' horrified exclamation.

"Exactly! Now, Burns, how long have you been in the service?" the chief demanded.

"Six years, sir," was the reply, given very humbly.

"Six years! Well, no one would ever guess it after this last stroke of—brilliance. So you let him pull out—bag, baggage and booty, eh?"

Burns started to speak, but was forestalled.

"We'll just cut out the excuses," he was told firmly. "The next time remember to forget all this psychology stuff, and don't wait for your desperate criminal to capture himself, but the good, old, strong-arm dope and deliver the goods if you have to hit your man on the head, and likewise break an arm or a leg or so, to do it. Now bring that woman in here!"

Burns, shamefaced, but only half convinced of his mistake, went out, returning with the prisoner.

The chief looked at her sharply.

"What is your name?" he asked her.

"Madge Ryan," was the calm reply.

Her air of quiet sadness had dropped from her like a cloak, and she tossed her head with something very near to bravado.

"You are not the sister of the man who calls himself Mortimer?"

Again a little defiant movement of the head. This time expressing negation.

Then rang the impulsive, rollicking laugh of the street gamin, after which she spoke.

"Would I wear these for a brother?"

she saucily inquired, holding out her manacled hands. "Not me!" she added with conviction.

"Of course it was the man who pinched and got off with the jewels," remarked the chief.

Then turning to the crestfallen Burns he added, "You see?"

Burns did not see, and the air of one who clutches at a last forlorn hope he muttered something about "accessory."

"Don't be an utter idiot, Burns," said the older man. "Unlock those 'cuffs.'"

Burns without a word obeyed.

"You may go," the triumphant "sister" of Mr. Mortimer was told, "and I trust that the next time we meet we may be able to detain you for a little visit in a nice, cozy cell."

"Thank you for your kind wishes," she told him audaciously, and turning to Burns, she added:

"I hope your conscience won't worry you too much, Mr. Burns."

Then, with a cheery "Good evening, gentlemen," she walked out smartly.

The two men watched her go in silence. Then Burns turned and said with much feeling:

"Well, I'll be darned!"

"You ought to be," said his chief grimly, "for of all the pinhead plays I ever saw, this!"—

The chief's head snapped up suddenly with an idea.

"Hold on!" he said between shut teeth. "We've still a chance."

"This guy up on the drive may be slow in making a getaway and we may beat him to it before his wife returns to tip him off. So hustle up there."

Burns broke all speed limits in his wild taxi ride to the uptown apartment, but when the door was opened to his loud official knock the same small woman faced him with a smile that goaded him to madness.

That smile was his answer.

"How'd you happen to get here first?" he snapped viciously.

"I—I was in a hurry," she answered sweetly.

"Where's—where's he gone?" he blurted in mad rage.

"Suppose you find out. That's what

detectives are for," she suggested, and slammed the heavy door in his face.

Outside on the deserted drive, however, all that Detective Burns found was a motor or two flying homeward, and in the distance the dead, slate-colored surface of the Hudson reflecting the glittering pearl and yellow lights of the Jersey shore.

### Arkansaw

BY F. A. MITCHEL

When boys' summer camps were first established in the United States, at one of them, located in northern New England, were two boys who were chums. They were the very antithesis of each other. Both were of the older boys at the camp, being between seventeen and eighteen. Frank Vinton hailed from Connecticut. He was intellectual and spiritual. Those who knew him best predicted for him a marked career in some intellectual pursuit, probably the church. Edward Davis was from Arkansas and a typical Southerner. He was long of limb, large-boned and muscular. He was two years behind his chum in fitting for college.

Each was in his way a leader of other boys. Frank Vinton was usually intrusted with the management of the entertainments got up at the camp and was recorder. His camp journal was beautifully written. Davis, who was universally called Arkansaw, led the hikes, the canoeing, the swimming—in fact, all the sports. Naturally the boys, who placed strength and daring above intellect, admired him more than Vinton. But Arkansaw ranked himself far below his chum. What we possess we do not value; what we lack we covet. Arkansaw saw no merit in his diving from a platform elevated forty feet above the surface of the water or being able to throw any boy in the camp. He would have given his strength and daring for the ability to learn Latin grammar, which was beyond his intellectual endowment. For this reason, perhaps, he was pleased at his intimacy with the intellectual Vinton.

When the season was ended and the campers went home the chums regretted

that they could not enter college in the same class. Vinton had passed his entrance examination, but Davis had still a long period of study before him. When Vinton became a junior, Davis became a freshman. Of course he entered the same college as Vinton. Notwithstanding that they were two years apart in the college curriculum they were still chums. Naturally their associates wondered what was the tie that bound the brawny Southwesterner and the polished New Englander. The truth is, persons don't usually make friends with their counterparts. They generally seek what they are not themselves.

Vinton graduated with high honors, and while his chum was struggling through the last two years in college he was studying for the ministry. The Arkansan was wanted on the varsity crew, on the varsity football and baseball teams, but he could not be induced to train with any of them. He had as profound a contempt for muscular as he had reverence for intellectual strength.

Davis puled through college, being graduated among the "dregs," as he called them, of his class. Vinton studied theology at his alma mater, so that their intimacy was not interrupted. When Davis finished his academical course Vinton was admitted to orders, having taken a three years' course in two. They said goodbye to each other, Davis with more regret than his friend, who by this time was beginning to feel the difference between them, for the clergyman belonged to an aristocratic family and was engaged to a society belle. She had met Davis and wondered what her lover could see in him to admire. Perhaps this is the main reason why Vinton parted with his chum without the regret that was to have been expected.

Davis inherited an estate that rendered him independent of work, but it would have been impossible for him to be idle. An office in the gift of the people of his State becoming vacant and it being desirable that a man not stained with political iniquity should be elected, Davis was waited on by a committee from both parties who asked him to run for the office, promising him a sure election. He

was too dumfounded for awhile to reply, then said that a better man than he was needed for the duties involved. But the committee would not accept his refusal and left him, assuring him that he would be elected whether he ran or not.

This was the beginning of a political career that was thrust upon Davis, but it lasted only a short time, for he became disgusted with politics, and when his friends proposed to nominate him for an important state office he flatly refused.

One summer five or six years after he had parted with Vinton he resolved to go North for a visit, taking in his old chum by the way. The truth is he had learned to love the North in summer while at the boys' camp and longed to get back into the northeastern territory where he could enjoy the cool woods and waters.

One Saturday evening a lanky man with a strong Southern accent registered at a hotel in the city where Frank Vinton was rector of the most fashionable church. Edward Davis was the name entered, and his residence was Arkansas. Sunday morning he went to the church in which his old chum preached. He noticed that the congregation was made up of the elite and all were dressed in the height of fashion. An assistant read the service, and the rector preached the sermon.

Arkansaw gazing for the first time in several years on his old chum, saw that he had grown sleek and parted his hair in the middle. His sermon was on the value of a correct interpretation of the Scriptures, and his interpretation of certain passages pertaining to riches was very comforting to his congregation. Arkansaw was slightly disappointed in his friend's development, but his heart was still with the man who had been his chum till the spell—on his chum's part—had been broken by marriage. At the end of the service he waited at the church door for the rector and his family to come out. Vinton on seeing him grasped his hand cordially, but Mrs. Vinton could not conceal a look of annoyance. Arkansaw was dressed in Southwestern costume. His hat did not shine as did the rector's, for the latter was of silk, while Arkan-

saw's was of felt, with a very wide brim.

"Come to my study tomorrow," said Vinton. "This is, of course, a busy day with me. Monday is for us of the cloth our day off. I shall expect you by 9 o'clock."

Then Vinton was hurried away by his wife lest he should be seen talking to the rawboned Arkansan.

Davis rather expected his old chum to take him home with him to dinner. Vinton did not dare to do so since he knew the guest would be frozen out by his wife. So the man from the Southwest was thrown upon his own resources for the rest of the day. After dinner he sat smoking in the hotel office. A gentleman sitting near opened conversation with him.

Before parting with this person Davis learned a disagreeable truth. There was a skeleton in the rectory of Vinton's church. Mrs. Vinton was accepting the attentions of a man of fashion. The congregation would have already brought the matter before the vestry except for their attachment to their rector, who was the only person that appeared to be ignorant of the situation.

The next morning Davis and Vinton met in the rector's study. Vinton, now that he was alone with his old chum, relapsed into the chum of former days. But there was no invitation to the rectory. Mrs. Vinton had put her veto on Arkansaw.

"How long will you stay here, Ark?" asked the rector.

"I'm not decided about my going. I may be here a day or two, and I may go suddenly, so I'll say goodbye in case I don't see you again."

Vinton pressed his friend's hand. Davis saw that there was something on his mind, but could not fathom it.

The same afternoon the tall Southerner appeared at the office of one T. Robinson Rhodes and sent in his card. The office boy who delivered it returned with the inquiry as to the nature of the caller's business."

"Private," was the reply.

The boy went back and presently returned with the words "Come in!" and led the visitor to the office door. Davis saw

a man dressed in the height of fashion sitting at a rosewood desk. Looking about to see that they were alone, the Southerner closed the door and turned the key. Mr. Rhodes looked at him in surprise.

"What do you want with me, sir?" he said.

"Sign that," replied Davis, laying a paper on the desk before Mr. Rhodes. It read:

From this day I agree to forego any association with a lady to whom I have been paying marked attention, never again to call upon her at her house or to join her elsewhere.

Mr. Rhodes' eyes were fixed upon this paper long enough to have read it a dozen times. He was thinking what to do. He was no coward and resolved to try to dominate the man who seemed disposed to interfere in his affairs. He turned upon Davis fiercely.

"Is this a case of blackmail?"

"You know that it is not."

"I don't know who the lady is to whom you refer, but if you intend to drag any lady into a quarrel you are contemptible."

"There is no necessity for dragging the lady's name into a quarrel. I have not mentioned her in this paper."

"Suppose I refuse to sign it?"

"You shall sign it."

"How do you propose to compel me?"

"There is but one way I can compel you without injuring others. If you refuse I shall seek you out in some public place and insult you. I am not known in this city, and no one will suppose that my real motive is to prevent your bringing ruin upon my friend, his wife and his children."

There was something so quietly determined in the Southerner's manner that his adversary saw there was no escape for him. What his course would have been had he not had all to lose and nothing to gain no one knows, but he saw that this man was saving him from himself and yielded.

"I must communicate my reasons to—the lady for my action," he said after pondering.

"That is admissible."

Davis left with the pledge duly signed

and, going to his hotel, departed on the next train.

The Christmas festivities had passed when Mrs. Vinton said to her husband:

"You have been overworked during the holidays this year, dear, and are tired out. Suppose we run down South for the cold season."

"In what direction?"

"We might make a call upon your old friend Mr. Davis."

Vinton looked searchingly at his wife.

"As you like," he said.

When Arkansaw next saw his old chum he was greeted with fervor by his chum's wife. She gave no explanation for the change, but the Dixie man knew that he had saved her from a grievous misfortune. From that day she also was his chum.

## A Rescue

BY ALAN HINSDALE

Fred Champlin possessed an income of \$50,000 a year and was a globe trotter. He was also an amateur sportsman—yachtsman and everything else that affords amusement out of doors.

One winter Champlin was in St. Petersburg (now Petrograd). Russia was then at peace with all of the world except herself. Revolution was brewing. The Government knew it was brewing, and the Russian secret police was keeping an eye on all suspected citizens. Revolutions are generally upheavals of the lowest classes. The late Russian movement was participated in by persons of first grade, including the nobles, or at least members of noble families. Champlin was not aware of what was going on—for everything was done secretly—till one night when he attended a ball given at the Winter Palace.

The American minister had secured him his invitation and had warned him to exercise the utmost care in avoiding being drawn into a dangerous position toward the Government.

The advice was lost on Champlin, who proposed to associate with whom he pleased. Being a free American citizen he demurred at being told by any Government who should not be his friend. How-

ever, he went to the ball, not dreaming that he would fall into the trap such as he had been warned against.

He was dancing with a girl, the daughter of a general in the Russian army. Her right hand was in his left and held high. He felt something drop into his coat sleeve. The girl brought the dance to a close, at the same time looking meaningly at the sleeve. Lowering his arm, Champlin caught something in his hand. He put it in his coat pocket without looking at it, but as soon as he could do so unobserved he examined it, finding a powder wrapped in a bit of paper, as medicines are put up by druggists.

As Champlin was leaving for his hotel he saw the girl he had danced with passing out. Two men, one on each side, escorted her. They were evidently not guests. The girl gave Champlin a look which he could not understand, but he inferred that it was an appeal for something. He passed out of the palace behind the two men and the girl and saw them enter a carriage. Jumping into his own conveyance, he directed his coachman to follow the one just driving away.

Champlin saw the two men and the girl alight in front of a police station and go inside. There he lost her. He thought of following her in, but feared to compromise her by doing so. It was well he did not, for the powder remained in his coat pocket, and if he had been searched a deadly poison would have been found on him. This he discovered later on.

It was evident to him that this young lady had been suspected. Doubtless spies were watching her when she slipped the powder into his sleeve. His theory was that she had prepared to poison some one during the ball. Whether she had succeeded or failed, she had taken advantage of dancing with Champlin to get rid of the criminating substance.

Champlin had an overpowering desire to learn what had become of the girl. He made inquiries, but learned nothing. Persons may disappear in Russia and never again be heard of. Perhaps their immediate friends or families know where they are, but few inquiries are made, and the responses are not apt to be definite. At the same time, there are breaking

hearts. Champlin believed, notwithstanding the girl had got rid of the evidence against her, that she was doomed. To be suspected in Russia is to be pronounced guilty, especially at a time when the Government is in danger.

One morning when Champlin was about to open his bedroom door to go down to breakfast he found a note on the floor which had been slipped between the door and the sill. Opening it, he read:

Pardon my daughter for having used you to save herself. She failed. She was seen to drop the package in your sleeve. You are being watched. Leave Russia, secretly if you can.

There was no address, no signature. Champlin knew the name of the girl he had danced with, and instead of at once leaving Russia he waited until an inquiry had apprised him that she had been sent to Siberia. Then, instead of leaving secretly, he departed openly, arguing that he was doubtless known to the police as an American who had no interest in the revolution and if he tried to get away secretly he would render himself liable to suspicion.

There was something in this transition from the festivities of the Winter Palace to the dreadful Kara prison, with its desperate hunger strikes, that affected Champlin deeply. What moved him most was the appealing look Lisa Dmitrievna gave him when being marched away from the hall between two officials. He had supposed it to mean, "If you are questioned do not give me away," but as the episode—rather the tragedy—continued to impress itself upon his soul he could not help feeling that it meant, "For heaven's sake, save me!"

I have said that Fred Champlin was a lover of adventure. So he was. But the idea of a rescue of a woman from the Russian Government was so wild, so infinitely near the impossible, that for a time it never entered his head. When it did, it was banished but to return and keep returning till it occurred to him that he possessed one element of success that was not to be despised, especially in Russia. He had plenty of money, and Russian officials were amenable to bribery. No sooner did the fact present itself to him than he gave himself up to concocting a

plan by which he might assist Lisa Dmitrievna to escape from Kara.

A prominent American journalist had some years previously obtained permission from the Russian Government to inspect the Kara prison and write a report of the treatment of the prisoners there. It occurred to Champlin that such permission would be of great help to him. Since his efforts were to be entirely dependent upon the use of money he thought he might as well begin at once. But this first move was independent of bribery. He from whom permission must be given was of the imperial blood, and to attempt to bribe him might spoil everything.

Champlin went to England and bought a newspaper. Immediately its columns contained bitter attacks upon the Russian Government for the treatment of prisoners at Kara. Champlin saw to it that these articles were largely copied, and he employed persons to send clippings to the czar. It was not long before a protest was sent to his paper by the official charged with the administration of prisons. The editor of the paper wrote that if permission were given a representative to inspect the prisoners of Kara an article would appear in the journal giving a true account of what he saw.

It was a happy day for the American when the desired permit came. He had meanwhile been gathering funds for corrupting prison officials and had all he wanted. Having converted a sufficient amount into Russian money, he started for Siberia.

It is questionable if Champlin would have been able to make even a beginning had he not been favored by fortune. Lisa's father was a trusted officer of the czar. His daughter had not been convicted of assassination or intended assassination. She was in league with revolutionists and had been caught in suspicious actions. These facts enabled the general to obtain for his daughter a transfer to what is called the Free Command, which means that those confined there live in huts instead of prisons and are in so far their own masters.

While Champlin was being shown over the prisons—they had been put in the

best possible shape for the inspection—he was keeping an eye open for his purpose. When he learned that Lisa had been transferred to the Free Command his heart beat high with hope. He at once expressed a desire to inspect this portion of the institution and was given permission to do so. On his arrival there, Lisa's cabin was pointed out to him, and, going to the door, he knocked. A woman keeper answered the summons, and upon his showing an order to inspect any portion of the institution he was admitted. Lisa was sitting at a window sewing. She looked up at the visitor and recognized him at once, but he did not change countenance himself, and she restrained hers.

"I desire to question this prisoner," he said to the keeper, "she being free to tell me what I wish to know."

The woman read his permit carefully, then went into the other of the two rooms which composed the cabin and shut the door. Champlin, having satisfied himself, or, rather, Lisa having assured him, that he was not spied upon, spoke freely in a low tone. Lisa, overwhelmed that he should have come to Kara in her interest, seized his hand and kissed it. But that time should not be lost he proceeded at once to question her with a view to laying a plan for her escape.

His first query was, "Can your keeper be bribed?" Lisa told him that she could if the bribe were large enough. If she permitted Lisa to escape, she remaining, it would go hard with her. She must be paid for that.

Presently Champlin went into the room where the woman was, and when he came out he had left with her 40,000 rubles (\$20,000), which she at once buried under the floor of the hut. For this she was to resign her position, stating that she desired to go to her home in Russia.

Leaving the hut, Champlin visited the officer in charge of the entrance to the Kara establishment.

"Colonel," he said, "one of the keepers in the Free Command has resigned her position and desires to return with me to Russia. I fear you may think that I am taking a prisoner instead. Lest you should feel bound to delay me till the matter can be investigated, I leave with



you a little present contained in this package."

The colonel took the package into another room, examined it and found a hundred thousand rubles. His eyes stood out of his head, but when he returned to Champlin he merely said: "I will not delay you."

The next day the journalist completed his inspection, and in the morning, just before break of day, he drove out of the prison yard with Lisa's keeper, thickly veiled. As soon as they were out of sight and hearing the woman's veil was thrown off, and Lisa sprang into her preserver's arms.

A few months later Fred Champlin appeared among his friends in America with a Russian wife. But he did not dare tell that he had taken her from the Free Command of the Kara mines. There is no extradition treaty for political prisoners between the United States and Russia. But both Fred and Lisa felt easier at not publishing the fact that she was wanted in Siberia.

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### Pierre's Decision

BY LEON GARNIER

During the early part of the pan-European war the French sent troops into Alsace with a view to reclaiming that province from German rule. At that time the fighting had not settled into trench warfare and the opposing armies were driving each other, sometimes the French getting the better of the Germans and sometimes the Germans defeating the French.

Now, the provinces of Alsace and Lorraine, lying between France and Germany, have always been a bone of contention between the two countries. Sometimes they have been occupied by Germans, sometimes by French. In medieval times Germans settled there. The population is part German and part French.

This in the great war between the central and allied powers engendered conditions something like those existing during our war between the States, when there was a large sprinkling of Union sentiment among the Confederates. In Alsace and Lorraine the French, after

more than 40 years of German rule, are still loyal to France. Naturally the German population prefer to be ruled by the German Government.

One September afternoon Clochette DuBois, a young French girl, dwelling in the southern part of Alsace, hearing a clatter of horses' hoofs and their riders' side arms on the road, ran to a window, to see a German officer, attended by his staff, ride up to the house, dismount, and, leaving his horse with an orderly, come through the gateway and up to the porch. Clochette paled, caught her breath and shuddered. Then in response to a loud knock she summoned what courage there was in her, went to the door and opened it.

A man in the uniform of a general stepped inside, saying:

"I shall need this house for a few hours. Show me into a room that I can use for a conference."

Clochette led the way to the living room, and the general directed her to clear a table for him. One of his staff produced maps, and, spreading them out before the general, the two were soon deeply engrossed with them. In a short time another general rode up to the house, dismounted and entered. He was followed by another and another, each attended by his staff.

It would have been evident to any one less ignorant of military affairs than Clochette that this indicated a council of commanders. As soon as the last general arrived the living room door was shut, and what was going on within could not be heard. Indeed, a guard stationed at the door would not permit any one to approach.

Clochette, having recovered from her fright and seeing that the coming of the Germans had nothing to do with the welfare of the family, gave way to curiosity. Going to a room above, where her mother was confined on account of illness, she told her what was going on below.

"They are holding a war council," said Mme. DuBois. "Can you not find some way to listen to what they say? If you can you may be able to bring victory to our people, who are endeavoring to restore Alsace to France."

These few words worked a great change

in Clochette. She went into a bedroom directly over the one being used by the generals and listened. But the floors were too thick to permit any sound except a dull confusion of voices to reach her. Going downstairs she entered the kitchen with a view to listen at a door that opened from it to the room in which the council was being held. But she found a guard there too. Descending to the cellar, she stood on a box, bringing her ear near to the floor above. But the house was well built and all the floors too thick to transmit sound.

Clochette, being balked, turned to go up to the floor above, when she heard the living room door open and the tread of boots in the hall. When she reached the kitchen the generals were mounting their horses in the yard. As soon as the last one had ridden away Clochette went into the room where they had held their conference and looked about her. She detected the odor of burning paper, but whence it came she could not tell. There was a stove in the room, but the season was not far enough advanced for a fire. Passing this stove the girl felt a slight warmth. She opened the door and looked in. There were the ashes of burned paper, which still retained some heat. There were a few scraps that had not been burned. Clochette took them out and examined them. There was nothing intelligible on any of them except one which was half burned. It read:

attacks the French.  
soon as he rolls it up  
against their center. The  
first gives way.

Clochette took this fragment to her mother, who examined it critically. It was evidently a part of a memorandum of a plan of attack, but when or where there was no record. Nevertheless it was evidently of great importance, and possibly a French officer might supply the burned portion.

"Go at once with it, Clochette," said Mme. DuBois, "to the French commander. You know where the troops are. As soon as you reach them ask them to take you to their general. Tell him of

the conference held in our house and where you found the paper which you will give him."

Clochette at once put on a hat and a wrap and sallied forth. There was no pocket in her dress, and she carried the scrap of paper in her hand.

Directly opposite the DuBois home lived a German family. One of the girls, Gretchen, was at a window when she saw Clochette come out, tightly grasping a paper in her hand, and hurry away. Gretchen had seen the generals ride up to the DuBois home, and since they came from different points she had inferred that they had met there for a purpose. When she saw Clochette emerge so hastily with the paper in her hand it flashed upon her that Clochette had become possessed of information of the German movements and was taking it to the French commander.

It happened that these two girls were interested in the same man. Pierre Wentzel was the son of a German Alsatian and a Frenchwoman. Pierre had been born twenty years after the cession of the province to Germany, and, his parentage being divided between German and French, he cared little whether he lived under the rule of a president or a kaiser. As to the two girls who were interested in him, he had not shown a decided preference for either.

Gretchen was not only interested in balking Clochette's move from patriotic motives, but from a feeling of antagonism due to rivalry. On seeing the French girl hurry away Gretchen snatched up a hat and coat and ran after her. Keeping behind her, Gretchen soon saw that she was making toward the French army. Gretchen was about to catch up with her rival, with a view to prevent her taking the supposed information to the French commander, when who should appear on the scene to complicate matters but Pierre Wentzel. He emerged from a crossroad and met Clochette at the crossing while Gretchen was still at some distance behind. Wentzel joined Clochette and walked on beside her.

The girls had each been working on Wentzel, the one to make him a Frenchman, the other a German, but thus far

neither had succeeded. The fact that Clochette was doubtless hurrying to the French headquarters with information that might lead to a German defeat was sufficient in itself, but that Wentzel should be a party to the act was maddening. Indeed, it was too much for Gretchen. She hurried on and overtook the others. Not being in a mood to act diplomatically, she spoke at random.

"What have you in your hand?" she asked of Clochette.

Clochette made no other reply than to look at her rival defiantly.

"I saw the generals go into your house. They held a council of war there. That paper you hold so tightly is information you obtained by eavesdropping, and you are carrying it to the French army. Pierre, take it from her!"

"Why should I do that?" asked Pierre.

"Because your father was a German, and you should be loyal to the kaiser."

"I am neither loyal to the kaiser nor to the president. If Clochette has a paper it is hers, not mine nor yours, and I see no reason why she should be compelled to give it up."

"If you permit her to carry that information to the French army," cried Gretchen, "you need not consider me your friend any more!"

Pierre stood irresolute. He was not ready to thus choose between the two girls.

"I do not fear," said Clochette, "that Pierre will rob me of anything I have in my possession."

"Clochette," he said, "I fear that if you go to the front you may be shot."

"I'll risk that," was the reply.

"You had better give me the paper."

"Do I understand you to demand it of me because Gretchen commands you to do so on pain of being dismissed by her?"

"Not exactly," stammered Pierre.

Meanwhile firing was heard at the front, and missiles began to spit about the trio. At this point a spent bullet struck Clochette's hand, and the paper fluttered to the ground. While Clochette was grasping the empty fingers Gretchen stooped and picked up the paper. As soon as Clochette saw that her rival possessed her treasure she said to Pierre:

"Gretchen called upon you to decide between us when I had the paper. Now I call upon you to do so. And you must decide, too, between France and Germany. Take it to the Germans or to the French, whichever you like; if to the Germans, you need never communicate with me again; if to the French, I shall love you forever."

Pierre looked from one girl to the other several times. Presently it was plain that he had made up his mind.

"Give me the paper," he said to Gretchen.

"What do you intend to do with it?" asked Gretchen.

"I intend to decide between you and Clochette."

"And between Germany and France?"

"Yes."

She hesitated a moment, then handed it to him. He read what was written on it, and while he was doing so a bullet took it out of his hand and part of three fingers at the same time. Gretchen looked about for it, but failed to find it. Clochette, forgetting her country's cause in her love, ran to Pierre, bedewed his wounded hand with her tears and wrapped it in her handkerchief.

"I have decided," said Pierre. "I am for Clochette and France."

But the paper never reached its destination.

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### Miss Warfield's Good Intentions

BY CATHERINE LONG

Edward Farrand was fifty-five years old and worth \$5,000,000, but had no roof-tree over his head. He had tried living in a house of his own, but had given it up. It was desperately lonely and a lot of care. The servant question alone was enough to render it intolerable. He had tried living with a married friend, but the friend's wife objected to him because he was not sufficiently careful as to the furniture and let the sun in to fade her carpets. No; living with a friend didn't work either.

Then Farrand tried his club. The furniture in his room was handsome, but there was nothing else there. Most club dining rooms are the loneliest places in the world.

The members who have homes don't eat there, and few of the bachelors can afford to do so. Besides, club managers, being men, have no conception of how to run a table. Everything is served by portions or half portions, and if a member orders a variety there is enough for half a dozen persons, with an equivalent cost.

Of course Farrand often turned to matrimony. A woman would not only be a companion, but would take care of a house. In other words, she would make a home of it. But, though Mr. Farrand acted on the principle in his business that whatever was desirable could only be procured by the organization of that which would produce it, he found no such provision for procuring a wife. The world, especially in America, looks on marriage as a natural mating process, which needs no organization to bring it about. There is no bureau of love, with a manager to turn out married couples. This works fairly well with young persons, but elderly men and women, who have not found or have lost an affinity in youth or have let opportunities slip by without taking advantage of them, are not provided for.

At forty Farrand settled down in a hotel. There were always persons about. This was an advantage, but the only advantage. Since he had tried every other plan, except matrimony, and found all wanting, he stuck to his hotel for fifteen years. By that time he would have given all of his \$5,000,000, except enough to live on comfortably, for a home.

One morning while at breakfast, apparently absorbed in his morning newspaper, he overheard a man at another table say to his vis-a-vis:

"See that man over there?"

"Yes; what of him?"

"That's Farrand, the millionaire banker."

"That nice looking old gentleman with florid complexion and white hair?"

"Yea."

"Well, all I've got to say is, if I had his money I'd never put my foot in a hotel. If business called me there I'd pay some one else to attend to it."

"Oh, he lives here! He's a bachelor."

"What! Worth millions and no home?"

That was all Mr. Farrand heard and more than he wanted to hear. He arose from the table, took his hat and coat from an attendant and started for his office. Usually he never felt at home except in his office, but this morning he found it impossible to shut out the conversation he had overheard at his hotel. The day seemed very long to him. If he had had any one to go to he would have left business to take of itself and gone somewhere. As it was he remained at his desk, attending to such details as were referred to him. The hour of closing was approaching and he was thinking of returning to his hotel, when a card was handed him bearing the name of Miss Caroline Warfield.

Mr. Farrand had heard of Miss Warfield as a woman devoted to charitable work, but thus far she had never called on him for a subscription, and he had never seen her. He directed that she be shown into his office and at the same time he reached for his check book to have it ready. Miss Warfield had a very pleasant face, and a smile rested on her lips that seemed very much at home there. At the same time she appeared a bit embarrassed.

"I have called," she said, "to interest you in a movement which"—

"I have heard of your excellent work, Miss Warfield," Mr. Farrand interrupted, "and I prefer that you should not take the trouble to make an explanation as to this movement. You need only tell me how much you"—

"Pardon me, Mr. Farrand; my scheme is so far out of the ordinary that I must state it. I do not need money; I wish your co-operation."

Mr. Farrand, who had taken up his check book and a pen, laid both aside and, turning in his revolving chair, assumed a listening attitude.

"You and I, Mr. Farrand," continued the lady, "belong to that class of unfortunates who, though pecuniarily able to provide ourselves with homes, have no homes and no hope of homes."

The listener's expression changed from its habitual ennui to decided interest.

"I have found in my work," Miss War-

field went on, "of helping the poor that I must provide that which is needful for their amelioration. I have but recently organized an association for bringing together young working men and women in large cities. They need each other's companionship, and I believe that they are for the most part better off married than single. In the country, where the sexes are more readily thrown together, such assistance is not necessary, but in a metropolis"—

"My dear lady," interrupted Mr. Farrand, "why in heaven's name don't you organize such an association for the union of old bachelors and old maids?"

"You have taken a load off my shoulders," replied Miss Warfield, brightening. "The object of my visit is to interest you in just such an association."

"Please enroll me as a member at once," said Mr. Farrand with enthusiasm, reaching again for his check book. "What are the fees and dues?"

"There are no fees or dues, Mr. Farrand. The members are to meet at the homes of some one of the women members"—

"Homes!" interrupted the banker. "Do unmarried women have homes?"

"There, Mr. Farrand, is where our sex have an advantage of yours. It is possible for a woman to make a home without a husband, but I am free to say that an old maid's home is not much more cheerful than an old bachelor's. Nature intended"—

"Yes, yes, Miss Warfield. When and where will the next meeting convene?"

"The next meeting, Mr. Farrand, will be at my house. There are very few of us women members who live in houses fitted for such assemblies. While I am a member of the association my object is principally to aid others. I am so absorbed in my various works that"—

"I understand. You, being a woman of means, can make a comfortable, not to say luxurious home for yourself, while I, being a man of fortune, am condemned to live at a hotel. Your interest in the rest of us is all the more commendable from its unselfishness."

"Then I shall expect you on next Fri-

day evening at my house, No. — — — avenue?"

"I shall most assuredly be there."

"For the present we have decided to enroll only persons of about the same grade of refinement, though we hope in time to form subsidiary assemblies covering other grades."

Miss Warfield arose to take her departure, and Mr. Farrand saw her to her carriage, that was waiting at the door. He looked longingly at the seat beside her, so longingly that she asked if he would not permit her to drive him to his hotel. He accepted the invitation, and as they were driven away he admitted to the lady that he had no private conveyance. Having no one to ride with him, he could not enjoy riding, and, as for going to and coming from his office, he needed the exercise of walking. Miss Warfield declared that she used her carriage only in her daily work for the benefit of the needful, but if Mr. Farrand would permit her to call for him occasionally at the bank she would be happy to take him for a spin in the park or in the country. To this he cheerfully assented.

When Mr. Farrand alighted at his hotel and went up to his room he did not notice its loneliness. He was filled with a new hope. The cheery smile of Miss Warfield looked at him from the bare walls, and he was picturing, not a room, but a whole house, tastefully furnished, maids in black and white uniforms moving hither and thither, an odor of flowers issuing from a conservatory, a cheerful fire burning in the library and, better than all, that trim little woman sitting at the other end of the dinner table, commending to him this or that viand which she had especially provided for him.

When the evening for the assembly came around Mr. Farrand was indisposed and unable to attend. He sent a cartload of flowers with which to decorate the rooms and a few evenings later called on Miss Warfield to express his regret that he had been prevented from being present. The lady regretfully told him that her plan had not been oversuccessful. The women had shrunk from meeting the men with the avowed purpose of matrimony, and most of the men had admitted

that unless they could marry women much younger than themselves they did not care to marry at all.

"My dear Miss Warfield," said Mr. Farrand feelingly, "I deeply sympathize with you in the failure of your plan, which is an excellent one. If these persons have not the common practical sense to take advantage of it they alone are to blame. As for myself, having joined the association, I am not minded to resign from it. If you and I are its only members, be it so."

"I fear we are," was the lugubrious rejoinder.

"In that case I shall do the only thing in my power to save your scheme from being an absolute failure. Let there be at least one result of your admirable attentions. I being the only man in the association and you the only woman, it is obligatory upon us to show these foolish persons what they have thrown over their shoulders."

This was all there was to Mr. Farrand's proposal. Had he talked as a lover is supposed to talk he would have spoiled it all. As it was, Miss Warfield promised to take the matter under consideration and in due time gave him an affirmative answer.

Mr. Farrand now luxuriates in the home he pictured on the evening of the day he first met Miss Warfield. Maids in black and white uniform move hither and thither, an odor of flowers issues from the conservatory, and, better than all, a wife sits opposite him at table.

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### Markham's Ruse

BY ELINOR MARSH

Warner Markham, a young American, rich, was very much afraid that, if he married, the girl he chose would place a much higher value on his money than on himself. He went abroad thinking that he might meet some girl with whom he might have a real affair of the heart. To conceal his wealth he traveled in second or third class railway carriages, stayed at pensions (boarding houses) instead of hotels, and otherwise curtailed his expenses.

In Florence, where art is the principal

attraction, he was one morning looking at the pictures in the Uffizi gallery when he came upon a young girl copying a picture by Titian. The sun, shining in at a window, glinted a head of wavy hair the exact shade of that belonging to a girl represented in the painting she copied. Of the real girl and the painted one Markham greatly preferred the former. Indeed, his heart went out to her with one of those sudden, unaccountable impulses that are common in young persons.

Standing behind her, he pretended to be examining her work, but his eyes were fixed on her. A friend passed her, and she spoke a few words of salutation in the English tongue without the British accent. Markham judged that she was an American, and Americans abroad need no introduction. Our country seems very far from them, a distant land sunken far below the western horizon, from which they are cut off and from which they hear very little. This makes them all akin. Markham, who was a fine judge of pictures, did not hesitate to express his approval of the way the copyist was doing her work and call her attention to some differences between her copy and the original. She looked up at him, saw admiration in his eyes and turned hers back upon her work with a fluttering of the heart that she had never felt before. Markham told her that he was an American, and she admitted being from the same land. After chatting awhile he passed on.

She was Madeline Trevor. Having some artistic ability and the necessity of making her own living, she had used a little money left her in a legacy to study art in Florence. Her funds had been used up, and she was now endeavoring to keep body and soul together by copying masterpieces for such Americans as would give her an order. Markham made up a story about himself to fit his being in Florence. He had come abroad on a venture to find pictures of great artists to sell to wealthy Americans at home on commission. He had been disappointed in not finding such pictures for sale, and those that were to be had were not acceptable in the American

market. He let drop a hint that he was near the end of his rope and had not money enough to take him home.

He was looking at Miss Trevor when he said this and saw by her expression that he had touched a sympathetic chord. So he followed it up with a show of resolution to conquer adversity which excited admiration. Sympathy and admiration are two effective weapons with which to attack a woman's heart, as Markham very well knew, and by the time the first interview ended he congratulated himself that he had made a beginning.

The next morning Markham passed through the gallery again, and when he stopped to have a look at Miss Trevor's work she received him with a smile. Again he gave her some points as to her copy and let drop the information that he had had a very poor breakfast. There was no untruth in this, for no one on the European continent takes anything but rolls and coffee at breakfast, and it would be impossible for him to call any coffee to be procured there good. Indeed, it is all bad. But the girl conceived the idea that Markham was hungry on account of his poverty, and this excited pity. Markham added to the fact of the poor breakfast that even if he came to eat sawdust he would not flinch.

His confidence drew forth confidence from Miss Trevor, and she, too, at times confessed to hunger. This very nearly spoiled Markham's game, for it was all he could do to keep from inviting her to dine at the best hotel in Florence. He restrained himself for the time being, but the next day joined her, radiant. Claiming to have made a commission of 100 francs (\$20) on the sale of a picture to an Englishman, with true bohemian weakness he filled Miss Trevor with viands so expensive that they used up all his pretended commission. For this he received a lecture from her on his shortsightedness and his generosity; but, since that generosity was expended on her, it only bound her closer to him.

Markham began his lovemaking by a fit of despondency. When asked the cause he intimated that he had met with change of heart. He no longer looked

upon his poverty with unconcern. It was not long before Miss Trevor wrung from him the cause of this change. He was in love, and in love with her.

This set her to thinking. She had done very wrong to permit him to become so chummy with her. Poverty added to poverty makes misery. A marriage between them would be suicidal. Markham lugubriously admitted the fact. He told her that he loved her and was only prevented from asking her to be his wife by the misery that such a union would bring upon her.

Markham noticed that there was no statement from Miss Trevor on this matter to match his own. She did not say, "Would that I had a fortune—how happy we could be together!" He wondered, if she had a fortune, whether she would throw herself away on a poverty-stricken man with bohemian instincts. He feared not. He had given her to suppose that he was only prevented from being a spendthrift by not having any money to spend. Would her love for him, should she become wealthy, triumph over common sense?

While Markham appreciated common sense, he set more store upon Miss Trevor's love for him. He wished that she might suddenly get a windfall—a few hundred thousand dollars—that he might learn whether she loved him well enough to permit him to make ducks and drakes with it. This set him to thinking how he could give her the fortune without her knowing that it came from him.

One day Markham went to Miss Trevor very much agitated. He said that he had discovered an original Murillo. It had been taken from a part of a house that had been bricked up for several hundred years and was now being torn down. The surface was covered with dirt, and if there were a name in the corner it did not appear. When Miss Trevor asked him how he knew the picture was a Murillo, he said that he relied entirely on his knowledge of the great artist's other works, this painting bearing the same individual characteristics.

Markham told her that what troubled him was that the work could be bought for a song and he hadn't enough money

to buy a cigar, which in Italy may be had for a fraction of a cent. He begged Miss Trevor to try to raise 30 francs, the price asked by the finder of the picture. She happened to have the money, having just been paid 50 francs for copying a painting, and offered to lend it to her lover. But Markham would not listen to such a proposal. If she took a risk on his opinion she should reap the benefit in case he was right. She gave him the money to invest for her, and he brought the picture to her studio.

All depended on whether when the accumulated dirt was removed from the corner the magic name would appear which, like a Midas touch, would turn the picture into gold. Markham had brought with him cleaning materials and, setting the picture on an easel, began to rub. The first letter that appeared was an "i," then an "l," then another "l" and an "o." Then, working the other way, he exposed the word "Murillo."

Miss Trevor was too much excited to take an unbiased look at the picture, and if she had done so it would have availed nothing, for it was all, except the name, covered with dust. Markham took it away, promising to let her see it when it had been cleaned, but before the dirt had been taken off he reported to her that the painting had been snapped up by an American pork packer for 400,000 lire.

So it was that the impoverished American copyist was suddenly enriched by \$80,000, an amount which invested at 5 per cent would yield \$4,000 a year. To one who could not always afford an Italian breakfast of coffee and rolls this was wealth indeed. Markham expected—at least hoped—that the possessor would throw her arms around his neck and say, "Now we can be happy together." Instead she asked:

"When shall I get the money?"

"I am to go to the bank tomorrow, where the purchaser will draw on Chicago. The draft will be cashed by the bank, and I will receive a certificate of deposit in your name."

Markham wondered if she would offer to divide. She said no more. He was curious to know if anything more to his

satisfaction would be said on payment of the money.

The next day he brought her a certificate of deposit for 400,000 lire. She looked at it, feasted her eyes on it, and a pleasant smile came over her lips.

"Don't you think," she said, "that I ought to give you some of this for finding the picture—and—doing it all?"

"Not a cent. You risked your money and are entitled to the profit."

"I suppose now"—she began and paused.

"Now what?"

"If you feel the same"—

"I do."

"There's no objection to"—

Markham was about to embrace her when she motioned him to desist.

"I'm afraid you'll spend the money and we'll be in poverty again. You must expect to leave it in my keeping."

"I promise."

"Your promise isn't enough. You must sign a paper waiving all a husband's rights to his wife's money."

This was a setback to Markham's happiness, but he consented. She produced a contract which she had had prepared by her attorney. He signed it, and they were married.

Markham had hired the picture painted for 30 francs, had put the artist's name on it himself and smeared it with dirt. He was the wealthy packer who had bought it.

When Mrs. Markham discovered that she had married a multimillionaire she felt a bit troubled about having required her fiancé to resign all rights to her fortune, but not for long.

"I don't think you treated me fairly, dear," she said to him.

"In what respect?"

"Why, if I had known how rich you are I might have required a settlement."

### Running from a Fortune

BY EDWARD T. STEWART

"John," said the chief of the detective bureau to which I was attached, "here is a very singular case. I have a letter from a party in London asking me to discover a man who is hiding not because



he is a criminal, but because he is wanted to enter upon the possession of a fine estate."

It was indeed a singular case. Ralph Thornton, a son of John Thornton, a wealthy manufacturer of Birmingham, England, had come to America in flight from justice, or, rather, injustice. A crime had been committed which had been fixed on him. The circumstantial evidence against him was so strong that his attorney advised him to vanish. He accepted the advice and, though absolutely innocent, sailed in disguise for New York and never made known to any one in England into what part of the country he had drifted. The real criminal had been tried and convicted for another offense and had confessed that he was the guilty one in the crime of which Ralph Thornton had been accused. Ralph's father had meanwhile died and left him all his property.

The trouble in finding Thornton was that he would naturally suppose that any one looking for him would arrest him. Therefore it was necessary to approach him not by ordinary detective methods. I was furnished with a description of his person and informed that he was a university graduate and a scholarly man. I was also given the letter from London stating that he had been exonerated.

I spent a long while in finding out that he had gone to Colorado and engaged in mining there. On leaving England his father had given him £2,000, so I judged he was in fairly easy circumstances and expected to find him, if indeed I did find him, operating a mine.

Proceeding to Denver, I went from there up into the gold mining country on Clear creek, stopping at Empire, where there were a number of stamp mills. There I procured a list of all the men who had invested capital in mining interests and made inquiries concerning every one of them, satisfying myself that my man was not among them. However, I secured information of an Englishman who had been at Georgetown, farther up in the mountains, about the time Thornton came to America and who had sunk all his money in mines. He called himself Thomas Gregory.

Proceeding to Georgetown, I made inquiry for Gregory and learned that the last known of him he had turned wandering prospector. There seemed nothing to do but hunt him up, but it would be like looking for a needle in a haystack, and even if I found him I had no assurance that he was my quarry.

While considering what to do I was sitting one morning on the porch of the hotel reading a local paper. At that time the Venezuela matter with England that was handled so resolutely by President Cleveland was attracting attention, and I read in the paper an article written with a view to giving the British side. There were several Latin quotations in it, and it seemed to me rather the work of a scholar than a statesman. Without any definite object in view, I went to the office of the journal and asked who wrote the article. I was told that it had been sent in from a mining camp in the vicinity, but that was all the editor knew about it. I went to the camp and found there a man working with a pick and shovel whose appearance belied his calling. His accent was that of a well bred Englishman. He called himself Bill Anderson.

I talked about the article I had read in the Georgetown paper, condemning it bitterly as a British argument against the Monroe doctrine, watching Anderson to observe the effect my tirade had upon him. I could see that I was riling him, but he maintained silence.

"I've been told," I said, "that some one in this camp wrote that article."

Anderson shot a suspicious glance at me. "Whoever wrote it is a university man," I continued. "Miners don't quote Latin."

Anderson turned and was stalking away through a thick growth of trees. I was not sure that he was my man, but I was sure he wished to escape me. I feared that if I let him go I might not get him again. It would be impossible to get in the fact that I wanted him for his advantage. I must take him by proceeding as if he were a criminal.

"You! Anderson!" I shouted. "I want you."

He turned, drew a revolver from his hip and fired at me, the bullet singing near my ear, then turned and ran like a

deer. I followed him and saw him go into a cabin. I called to the others who were following me to help me capture him without bloodshed. They consented to surround the cabin on condition that I would make good my claim to him under the law. I promised. When the circle had been completed I sent one of the men to him with the letter that had been received from England. Then I waited to learn if I had the right or the wrong man.

Presently the two came out of the cabin, Anderson's, or, rather, Thornton's, face aglow with a pleasurable excitement. He advanced to me with a "Thank God I missed you," extended his hand and acknowledged himself to be Ralph Thornton.

He went East with me and sailed on the next steamer for England.

### Andy Miller, Desperado

BY ESTHER VANDEVEER

A girl about 16 years old was walking along a road when she saw a man coming toward her. The moment she caught sight of the figure and a certain swing there was in the walk she started. He was some distance from her, and she had time to pull herself together before they met.

"Can you tell me," she asked, "how to get to Roslin?"

"You're goin' the wrong way for Roslin. It's a couple of miles back of you."

"Oh!" exclaimed the girl. "I've been walking away from it all the time."

"I'm goin' in that direction. I'll show you the way."

"Thank you."

As they walked along they chatted upon ordinary topics. Presently the man said:

"Ain't you afraid to be walkin' along this road all alone by yourself?"

"Why should I be afraid?"

"Oh, there's lots o' rough characters in these parts. Some of 'em might harm you."

"I've heard that Andy Miller has been seen about here lately."

"Who's Andy Miller?"

"He's the man who killed Cyrus Borden."

"Who's Cyrus Borden?"

"Why, he was a man that lived just outside o' Roslin."

"What did Miller kill him for?"

"Why, I suppose it was to get his money. But he didn't get it after all. Mr. Borden kept his money in the chimney, and Miller didn't look for it there."

At this the man showed interest.

"How do you know all about this?"

"I'm a friend of Maggie Borden, Mr. Borden's daughter. She told me all about it."

"I suppose since the killing they've put the money in the bank."

"No; Maggie says they keep it just where it was. Nobody would think of looking there for it. It's behind a loose brick."

The man smiled, but took care that the girl didn't see his smile. Surely she was the quintessence of innocence. They walked on together till they came to a crossroad a short distance from Roslin, when the man turned off, leaving the girl to pursue her way alone.

"Goodby," she said. "Much obliged to you for showing me the way."

The murder of Cyrus Borden was one of the most cold-blooded that had ever been known in those parts. He had drawn \$2,000 from the bank with which to pay off a mortgage. The same night someone broke into his house and demanded at the point of a pistol the money he had drawn from the bank. Borden refused and attempted to defend himself. He was killed by the robber, who then made a search for the money. He failed to find it and departed empty-handed.

Mrs. Borden was away at the time with her two younger children, Maggie being at home with her father. Maggie did not know anything about what had occurred until she was awakened by the robber searching for the money. Opening her door, she heard him ransacking a bureau drawer. She could see the flashes of his dark lantern, but not him. She turned on the lights, and he fled.

Maggie ran to her father's room and found him lying dead on the floor.

Maggie's description of the murderer tallied with that of a notorious desperado, Andy Miller, who had terrorized the country roundabout and had been seen

near Roslin. Justice at the time was administered in that region by members of a vigilance committee. They searched for Miller, but he was too smart for them. He would appear when they were not looking for him, but would be conspicuously absent when they hoped to find him.

The night after the meeting of the man and the girl on the road the man about 10 o'clock walked past the house where the murder had been committed. Not a light was to be seen in it. Seeing something white on the front door, he drew near it and saw that it was a bit of paper on which was written:

Gone to Aunt Mary's. Will return at 12 o'clock.

"What luck!" said the man to himself.

Going around to the rear of the house, he tried a window sash and found it unlocked. He had only to raise it to step into the window and find himself in the kitchen. Flashing a light, he saw that the stovepipe entered the chimney. Passing into the living room, he found an open fireplace. Stooping and flashing his light up the chimney, he began to feel for a loose brick.

"Come out o' that!"

The man turned and saw the room illuminated and half a dozen men covering him with revolvers. One of them had already relieved him of his revolver when his back was turned toward them.

"Andy Miller, you're caught at last," said the leader of the vigilance committee.

"How did you get on to me?" asked the man, white as a sheet.

"Maggie, come here."

The girl who had inquired the way to Roslin and told him her innocent story appeared.

"You were trapped by this brave little girl, who is the daughter of the man you murdered. She was smart enough to do what was too big a job for us."

Half an hour later the desperado was dangling from a tree.

### Choosing a Husband

BY ELINOR MARSH

Miss Virginia Ashurst was known to possess a fortune producing \$20,000 a

year. Naturally she had no end of suitors, and she was quite sure that all of them wished to marry her money as well as herself and without her money would not think of marrying herself.

She resolved to submit a series of questions to each one of the half dozen men who had proposed to her. These questions were to be propounded anonymously, the men not knowing from whom they came. This was the form of her interrogatories:

"First.—State what you consider the claims of a wife on her husband.

"Second.—Do you hold that the husband or the wife should be at the head of the household?

"Third.—What is the object of your life?

"Fourth.—Do you believe in the present system of education used in schools and colleges?

"Fifth.—Should the mother's or the father's views be paramount in the training of children?

"Sixth.—Should the wife be permitted to receive the attention of men other than her husband?

"Seventh.—Should the husband be permitted to pay attention to other women than his wife?

"Eighth.—What are your views as to the use by a husband of money belonging to a wife?"

Miss Ashurst hoped in the replies to these questions, selected with some care, to form an opinion of the inner selves of those who replied to them. Had she asked them herself of her suitors she knew that she could not depend on the sincerity of the answers. She surely had an advantage in not being known.

She was somewhat disconcerted to find that all her suitors were applicants for the hand of this wealthy unknown. The replies were all evidently well considered and satisfactory to her, some especially so in certain numbers, some in others, but altogether they made up a fair average. Yet there was no one that showed in every number just what she wanted. Besides, she was miffed that every one of the men who had tried to make her believe he loved her and would be miserable without her was ready to marry another girl with a fortune. She resolved

to send her list of questions to another half dozen of her men acquaintances.

She received replies in every case. Five of these replies were acceptable, some of them being carefully worded and showing that the writer was a thoughtful, well balanced person, while one treated her examination paper with contempt. This person was Bob Clendenin, a young fellow whom Virginia might have considered as one she would like for a husband had he not been a sort of free lance, apparently oblivious to the seriousness of life. His reply to the number as to the claims of a wife on her husband was that the fewer claims she had the less likely she would be disappointed.

He averred decidedly that the husband should be head of the house. His object in life was to get through it with the least bother. He pronounced the present system of education "rotten to the core." The father's views as to the training of children should be paramount, but they never would be. No father could ever compete with the mother in winning the affection of the children. Consequently they would always be influenced by her instead of him. As to a wife or husband being permitted to pay attention to other men or women, either might do so ad lib unless the other objected.

When it came to the last question, concerning the use of a wife's money by a husband, the reply was that he was incompetent to answer it because he, being poor, would not on any account marry a rich wife, and he knew that such a condition would surely render the husband subservient to the wife, and he had no fancy for any such serfdom.

Miss Ashurst, who had started out with one idea, became captivated with another. She had intended to be guided as to the suitor she should accept by the good, hard sense indicated in the replies of the applicant. The man showing the most depth of thought and feeling in his replies would be favored. But she was much staggered by Mr. Clendenin's examination paper, especially by his reply to her last question, in which he declared that he would not be tied to any rich woman. What staggered her was a desire that

sprang up in her breast to make him eat his words.

And so it was that this human attribute which is in both men and women came up to interfere with Miss Ashurst's very sound and practical way of choosing a husband. She resolved to win—if she could—the man who would likely give her the most trouble, for, with his views concerning a poor man married to a rich wife, constant friction was to be expected.

As to how Miss Ashurst won a husband despite his objections to marrying money and how it all turned out after their marriage there is no room here. Mr. Clendenin meant what he said in objecting to be tied to a wife's fortune, and Miss Ashurst, after all, was obliged to call in the little god to get him. After getting him she found him an excellent manager for her estate and paid no attention to it herself.

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### Striking First

BY ELINOR MARSH

Tom Barnes received a note from his fiancée, Lucy Edmonds, asking him to call upon her. There was nothing in the note except the bare request, and instead of being signed "Your loving Lucy" it was simply "Lucy." Tom had noticed a coolness of late on the part of his fiancée's parents and had a foreboding that he was summoned to receive a dismissal. He took time enough before answering the summons to prepare himself for the ordeal. After much thought he resolved that if he must be stabbed he would stab first. The principle of the superiority of an initial force is as true in the game of love as in war. So on meeting Lucy, without giving her time to say a word he spoke himself.

"Well, who is the party who is to take my place?"

"That's very unkind."

"What's unkind, throwing me over? Would you have written me that cold-blooded note for any other purpose?"

"Worse and worse. Cold-blooded note! What was there cold-blooded about it?"

"Let us not waste words. Since I know why you have sent for me, you need not explain. I come, firstly, in obe-

dience to your summons; secondly, for a purpose of my own."

Tom's assuming the upper hand in the matter had its effect on Lucy. What she had to say to him was really from her mother, not from herself.

"What is it?" she asked in a low voice, in which there was a suspicion of tremolo.

"To ask the question I propounded when I entered. Who is the party that is to take my place?"

Lucy made no reply for awhile. She sat with her eyes cast down to the betrothal ring which Tom had given her. It was on the third finger of her left hand, and she was turning it as though it troubled her. Thoughts, regrets, duty, indecision, were coursing through her brain like water through a flume.

"I've asked you a simple question," Tom added. "It calls only for a simple answer."

Mrs. Edmonds, who had worked her daughter up to do her bidding had foreseen that if Lucy gave the name of the new suitor Tom would probably riddle him and thus undo all that had been done, so she had enjoined upon her child that if Tom suspected he was thrown over for another he was not to be told who that other was.

"Mother has very justly said that you would naturally be prejudiced"—

"I did not ask what mother says. I asked you for the name of the man who is to take my place."

Whether it was through obedience or that Lucy shrank from an admission that he had been supplanted, she could not bring herself to make out. After trying various methods to get it out of her Tom wrote a dozen names on a slip of paper, showed them to her and asked her if the name of the other man was among them. Lucy ran down the list till she came to Legrand Atwood, when the expression changed. Tom's eyes were fixed upon her, and he saw that he had got the secret.

"That'll do," he said, tearing up the paper. "This name has been concealed from me by your mother's orders because she does not consider me a proper person to criticise the man she approves instead of me. I will not honor the party by considering him a rival for your love.

But your mother is right in assuming that from my past position toward you I am not a competent witness against a man who has downed me. I have but one request to make of you."

"What is it?" said Lucy in an almost inaudible voice.

"That you take no definite action with regard to Mr. Atwood for one month from today."

Lucy made the desired promise, and Tom's manner changed toward her at once. When he left her he assumed none of a lover's privileges, simply pressing her hand. Lucy begged him to tell her how he had hit on Mr. Atwood. She had met him during a visit to another city and was not aware that Tom had ever heard of him. Tom declined for the present to gratify her curiosity.

Lucy pined for Tom for two weeks, when the status was suddenly changed. Mr. Atwood was arrested for misuse of the mails, the charge being that he had sent out fraudulent circulars and received moneys for investments in a fictitious company.

Lucy at once sent for Tom. This time her note began, "Dearest Tom," and ended, "Your loving Lucy." Tom answered the summons at once.

"Did you know anything about this?"—She hesitated.

"Rascal!" supplied Tom. "I did. I heard through a chum of mine that during your visit to A. he was endeavoring to be attentive to you; that he was lavish in his expenditures and was under suspicion. When I parted from you recently I made inquiries and found that several persons whom he had swindled were getting after him. I then simply waited for the Government to act and what has occurred."

"It was very unkind of you not to inform me of your suspicions," said Lucy, pouting.

"You mean that it was unkind of me not to tell your mother of them through you—you know she said I would be prejudiced," was the smiling reply.

That was the end of the opposition to Tom as a husband for Lucy, and with the consent and blessing of her mother, they were married.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Names de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### The Dobsons

There's something I can't understand,  
Said my wife the other night,  
I wish you would explain it, John,  
For it doesn't seem just right;  
I picked the JOURNAL up today  
And the first thing caught my eye  
Was the picture of Sam Dobson,  
And I want to know just why  
They didn't print the picture of  
Poor Mrs. Dobson too?  
Then I laid aside my paper,  
As I am wont to do,  
When I try to solve the problems  
That "ma" can't savvy quite,  
For she thinks I know a lot of things,  
And sometimes thinks I'm right.  
But I hardly had got started  
When she shut me off and said:  
It's not alone the picture,  
But all the stuff I've read  
In the JOURNAL here 'bout Dobson,  
That makes me wonder when  
The time will come when women  
Will be honored same as men.  
I filled my pipe and thoughtfully  
Took my paper up once more,  
Then shook the fire a little,  
Then got up and closed the door;  
Then wiped my glasses carefully  
In a perplexed sort of way,  
Like a fellow who holds lots of cards  
But has no trumps to play.  
And while I sat there thinking hard,  
Quite stumped I must confess,  
"Ma" started off at double-quick  
Her case again to press.  
Said she, Sam may know something  
About engines and of trains,  
But for things of real importance.  
His wife has all the brains;  
And she is not the only one  
That fluent tongues and pen  
Have shamefully neglected  
When they tell of self-made men.  
Then I dropped the paper sharply,  
In a bluffing sort of way,

But it looked as though I'd better  
Let the Missus have her say.  
And so she rattled on and on.  
As wives are wont to do,  
Whenever they get going right  
And have the bulge on you;  
So when she stopped, I did admit.  
As was best for me to do,  
That they also should have printed  
Mrs. Dobson's picture too. T. P. W.

### Report of Committee on Industrial Relations

LITTLE ROCK, ARK., Jan. 4, 1917.

EDITOR JOURNAL: The appointment by Congress of a committee, several years ago, to investigate and report on the cause of the industrial unrest among the wage-earners of the country, was the greatest tribute to the importance of labor that the world has ever seen, and if the recommendations of that part of the committee's findings, known as the Manly report, and signed by the labor members, Lennon, O'Connell, Garretson, and by the chairman of the whole committee, Frank P. Walsh, are carried, there will be a great improvement in the labor conditions in this country. The report says:

The wealth of the country increased, from 1890 to 1912, from 65 to 187 billions, or 188 per cent, while the aggregate income of wage-earners in manufacturing, mining and transportation increased, between 1889 and 1909, only 95 per cent, or from 2,576 millions in 1889 to 4,916 millions in 1909.

Investigation showed that almost two-thirds of the wage-earners' families, including the earnings of father, mother and children, were less than \$750 per year, and almost one-third were less than \$500 per year. In all investigations, made in different parts of the country, the fact was shown that \$700 per year was the least that a family could live on in any manner approaching decency. These figures show conclusively that between one-half and two-thirds of these families were living below the standard of decent subsistence, while about one-third were living in abject poverty. Seventy-nine per cent of the fathers of wage-earning families earn less than \$700 per year. In New York City, one out of every twelve persons that die is buried in the potter's field.

Between one-third and one-fourth of the male workers, 18 years and over, in mines and factories, earn less than ten dollars per week. From two-thirds to three-fourths earn less than fifteen dollars, and only one-tenth earn more than twenty dollars per week. Statistics show that the workers in the basic industries are employed one-fifth of the time each year. From two-thirds to three-fourths of the women workers in stores and factories and laundries work for wages less than \$8 per week; one-fifth earn less than \$4, and one-half earn less than \$6 per week.

Effects of low wages: Death rate of babies whose fathers earn less than \$10 per week is 256 per thousand, while those whose fathers earn \$25 or more per week die at the rate of only 84 per cent per thousand; therefore the babies of the poor die at three times the rate of those of the fairly well-to-do.

In our cities from 12 to 20 per cent of the children are underfed and ill nourished. Only one-third of the children in school finish the grammar course, and only one-tenth the high school.

#### FARM TENANTS

In 1910 there were 37 tenant-operated farms in each 100 farms, as compared with 28 in 1890, an increase of 32 per cent in 20 years. The tenant's economic condition is bad. He is far from being free; badly housed, ill nourished and ignorant, moving frequently from one farm to another in the hope that something will turn up. The condition of the tenant farmers on the large estates is industrial federalism in an extreme form. Such estates, as a rule, are the property of absent millionaire landlords who live in the eastern cities and Europe.

Causes of industrial unrest are, 1st, unjust distribution of wealth and income; 2nd, unemployment and denial of an opportunity to make a living; 3rd, denial of justice in the creation, in the adjudication and in the administration of law; 4th, denial of the right and opportunity to form effective organizations.

The ownership of wealth in the United States has become concentrated to a degree that is difficult to grasp.

The rich, 2 per cent of the people, own 60 per cent of the wealth. The middle class, 33 per cent of the people, own 35 per cent of the wealth. The poor, 65 per cent of the people, own but 5 per cent of the wealth of the country.

The Commission recommends an inheritance tax, so graded that no family can accumulate more than \$1,000,000, and that public works, such as road building, irrigation etc., be inaugurated to give employment to prevent idleness.

The report recommends, further, forcing of all unused lands into use by making the tax on nonproductive land the same as on productive land of the same kind, and exempting all improvements, which would greatly relieve the producing classes and prevent them being robbed through taxation. The recommendation is very encouraging, as it indicates a great advance in the correct theory of taxation by the wage-earners' representatives on the Commission.

The importance of the working classes insisting on representation on juries in the courts is mentioned, if they expect justice in the administration of the law; that Congress pass a law on an amendment to the Constitution, prohibiting the courts from declaring legislative acts unconstitutional.

The Commission further recommends organization, together with a use of the collective power, to be used not only in the economic field to get higher wages, shorter hours, and better conditions, but also to be used in the political field to "unshackle labor," to strike down the arbitrary powers usurped by the courts; to abolish the private armies and arsenals of the employers, to open the way for the fullest measure of collective action; also to use this collective power through the existing governmental institutions to reclaim the wealth that has been stolen from the people, and to get back the land, the forest, the minerals, the water power, and the franchises which were taken from the people by fraud.

Restitution is not confiscation. The full report contains not only the detailed evidence upon which these statements are based, but the results of the important investigations made by the Commis-

sion are such as the Pullman Company, the telegraph and telephone companies, the Colorado strike, the Rockefeller foundation, unemployment, and so-called scientific management.

The life of the Commission expired by limitation in August, 1915, but the Commission was reorganized along private lines for the purpose of endeavoring to have Congress enact its recommendations into law, and is being financed by private subscriptions, mostly from the labor organizations of the country.

Each Division of our Order could not do a better thing than to send a contribution to the treasurer of the newly formed Commission. Address John B. Lennon, treasurer, 833 Southern Building, Washington, D. C.

A second edition of 100,000 copies of the report of the Commission was ordered printed and distributed, which has been done.

The working people of the country can never repay Frank P. Walsh and others of the committee for their fidelity in looking after their interest. Some of their recommendations have already been put into effect. The Crosser bill, now before Congress, is a move in the right direction. The European war and the eight-hour movement have somewhat obscured the committee's report. However, I may have something further to say on the subject.

Yours fraternally,

ROBERT HERIOT, Div. 182.

### Will We Make the Effort?

CENTERVILLE, IA., Feb. 6, 1917.

EDITOR JOURNAL: After my article in January JOURNAL entitled "Increase in Membership," I had jollied myself up to believe that many of our able writers, such as Bro. F. E. Wood and Brother Boyle and others, would almost fill up the February JOURNAL on this (to me) very important subject, but I was very much disappointed to find nothing relative to it in either issue.

I note in February JOURNAL, under heading of "Labor Digest," that the firemen have been making an aggressive campaign for membership, with surprising results. Why not we?

I am convinced that if we will make the proper effort we can get a lot of their engineer members into the B. of L. E., and the time is opportune now while every one of them is running an engine, and if each Division will appoint a committee to do this work, we will be surprised at the results. On every Division no doubt there is eligible material, and while perhaps neither you nor I could get some particular one to join us, there is some one on that Division who perhaps can. I will not be convinced that the average man, who has fired long enough to be promoted to an engineer, does not realize where his interests are best served, and if properly approached I believe he will come in.

I will venture the assertion that if all engineers that run engines belonged to the B. of L. E., and all firemen, brakemen and conductors belonged to the Order that represents their calling, that we could all work together both on the roads and in our joint committee with more harmony and with better results than at present.

I am going to ask that someone in each Division that happens to read this take it to his next Division meeting and read it, and ask that the Chief Engineer appoint a committee of three or five to start this work of soliciting members. As an inducement, let me offer this suggestion: that at each Division meeting let us devote thirty minutes to better education for our members, that is, let the Chief Engineer select two or three members and give them each a question on break-downs to answer at the next meeting, for the purpose of creating debates, in order that we can all understand these matters alike, and after we exhaust the break-downs and air brakes then take up the rules of the operating department and go over them. I am sure that when it becomes known that we are doing this kind of work in our Division meetings it will be an inducement for some of those engineers to join us, and besides, it will no doubt help some that are now in the Order.

The man that has to fire and keep an engine hot hauling 60 or 80 loads has not much time to get posted on break-downs,



as it takes about all of his time off duty to get himself together for another trip, and when his time comes for promotion he is very often not as well posted on some things as he should be.

Would like to hear from others on this matter.

Fraternally yours,  
G. W. SMITH, Div. 56.

Edward S. Spencer, Retired Member of  
the A. S. L. E. & F., England

WORCESTERSHIRE, ENGLAND.

EDITOR JOURNAL: I feel that I must thank you for your kindness in sending me your much prized B. of L. E. JOURNAL. I am an old locomotive engineer, as you know, having had upwards of 47 years' experience in that capacity, and have just retired from duty on the footboard, and from employment in the service of the Midland Railway Co., having, in all, completed fifty-one years' service on English railroads. I have always been an interested reader on labor questions wherever I could find such matter, in journals, magazines or labor papers, published at home or abroad, in the United States in particular, and I have been a worker in the cause of labor with my heart in the work, which has gone out to the Brothers who man the locomotives in North America and Canada, and have felt toward them as I have toward my own fellow toilers in the British Isles. I thank your great association for sending one of your noble members of the B. of L. E. to this country in 1886, who brought with him some of your old B. of L. E. JOURNALS and *B. of L. E. Magazines* which fell into my hands, with the result that I was the means of starting a monthly journal in 1888 for the Associated Society of Locomotive Engineers and Firemen, an association I had helped to build up in 1880. I am happy to say that the society grew to goodly proportions and its *Journal* with it, and (in spite of the terrible war) is still growing. Although I am off the footboard and away from the seat of my labors in the past, I am still heart and mind with the Brothers on the footboard on both sides of the Atlantic.

I often think of the happy hours I spent with dear old "Shandy Maguire" of the B. of L. E., his good wife, Mrs. Fennell, and President W. S. Carter, of the B. of L. F. & E., when they came to England in 1909, to be the guests of the A. S. L. E. & F. of our country. I am very sorry to hear that the two former ones mentioned are no more, and I thought that with Brother Fennell gone, I would see no more of your beloved JOURNAL, but as it is still a welcome visitor, I must thank you again for sending it to me, as in my enforced leisure I shall appreciate it more than ever. I am sure you will be pleased to learn that the Brothers on the footboard here have to thank the Brothers in the United States for the model which put into life their monthly Journal. I hope that after the war the British engineers and firemen will follow your footsteps in the United States in a movement for the eight-hour day for footplate workers.

In conclusion I desire to say that the B. of L. E. JOURNAL and the *B. of L. F. & E. Magazine* are the two best publications I have ever read, which pertain to laboring classes. I could elaborate on this theme, but thinking I have written more than enough for this time, I subscribe myself,

Fraternally yours,  
EDWARD S. SPENCER,  
A. S. L. E. & F., retired.

Brother Spencer is an old worker in the cause of the men in engine service in England. We have received the Journal representing their organization during our whole 22 years in the Grand Office, and Brother Spencer has occupied much space in it. He was a constructive pioneer in the building up of the A. S. L. E. & F., and as with the pioneers there and here in America and Canada, their structures have grown into a magnitude of strength and beneficent usefulness beyond the hopes of the builders in the conception period, and the pioneer is entitled to more honor than is usually accorded him, for in time the benefits become considered as a sort of an inheritance to those who follow. But we should all think how the inheritance was created, and think how needful it is to imitate the pioneer exam-

ple of sturdy loyalty and industry, if we here and in the British Isles are to preserve the inheritance; and in this sense we send our hearty greetings to Brother Spencer, as a pioneer, and to all the members of the A. S. L. E. & F. in England.

THE EDITOR.

### An Introduction

He needs no introduction  
To the "boys" of other days,  
That hardy pioneer,  
The "Siction Foreman, if ye please."  
So I'll try to "introjooce" him  
To the runners of today,  
Who know him only by what  
They have heard old-timers say.

He was Irish as the shamrock  
Of his dear old Emerald Isle;  
He could frown with scowl forbidding,  
Or melt you with a smile;  
He could charm you with his wit,  
Or he could cut you to the bone,  
Had speech for all occasions  
For he'd kissed the Blarney Stone.

He matched the railroad scenery  
Like an apple on a tree,  
Quite conscious always  
Of his "grate raysponsibilittee,"  
And he rode his rattling hand "kaar"  
With a dignity "rayfined,"  
While winter's cold, or summer's heat  
He didn't seem to mind.

His "siction" lay "bechune" the cut  
"Beyant" and double "thrack,"  
And tho' all his possessions  
Might consist of just a shack,  
He seemed to think he owned the  
Rails, and ties and all he saw,  
And with his "min" you may believe  
His word was always law.

I can see him as he often stood,  
With "consequinshel" air,  
With empty hands, the only man  
Who on the job would dare;  
There, from the gang he'd stand aside  
And fold his arms "acrossa,"  
So one could tell quite "aisy"  
Without asking, who was boss.

His type has almost vanished,  
For the Dago and the Swede,  
And now and then, the Chinaman,  
In case of urgent need,  
Have succeeded to his place of power  
And high "athorities;"  
Here's to him, and a sad farewell  
To Michael James McGhee.

T. P. W.

### Reduce Expenses

GOODLAND, KANS., Feb. 8, 1917.

EDITOR JOURNAL: A time-honored custom permits writers in our JOURNAL the

privilege of calling on members to "wake up" and observe some condition which has captivated the writer's fancy. In fact, this expression is so prevalent that one is in no danger of being accused of plagiarism in using it. However, we crave your indulgence in making use of this borrowed phrase, and exhort our members to assume this much-recommended state of mind in viewing the enormous expense of our conventions. Inclination prompted me to use the word "useless" in addition to "enormous," but it might have been out of place to some extent, although it is probable those who have considered the situation would have forgiven the extravagant language. Without question, conventions are necessary for the life of our organization. But it is not necessary to spend an enormous amount of money in holding them; and some feasible plan should be evolved for reducing that expense. This matter should be given thoughtful consideration by all members, and discussed at our meetings, and if the majority, after due deliberation, decide that our conventions have become too expensive, each delegate to the next one should go instructed, and thereby the will of our membership would be made known. When the United States Government was established it was deemed advisable not to have more than one representative for every 30,000 people, and as the population grew it was found necessary to increase the number until at the present time one delegate represents 212,000 people in our halls of Congress; and if one person can represent 212,000 people who are engaged in various occupations, it would hardly seem necessary that an organization banded together in a common cause such as the B. of L. E. should need one lawmaker for every 80 members. In seeking a solution to this question it seems that we could do no better than formulate a law providing for the General Chairman on each system to represent his constituents.

A law of this kind might lead to a strife among the members to attain the position of General Chairman, in which event we would have an organization of unlimited merit. I advocated this idea in a former letter, and if there is a reason

why our General Chairmen are not the logical men for the position of representative, it would be to the advantage of the Brotherhood if some Brother would make the reason known.

Yours fraternally,  
J. L. BOYLE, Div. 422.

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### Hard to Understand

We can learn to understand some things by trying hard, but there are others which defy our every effort, and even seem the more perplexing the harder we try to understand them.

One of these is the attitude of the Brothers toward our B. of L. E. accident insurance. They seem perfectly willing to pay about twice as much for their accident insurance to one of the old-line companies. But why? Is it because the companies' agent talks them into it, or is it because of the convenience of having the agent write the application? Whatever the reason, there are a lot of our members paying a pretty high rate for it. If you could earn \$25 by writing out an insurance application you would think it pretty good pay for so little work, but you will pay that much and more every year, rather than go to the trouble of arranging for your accident protection through the Insurance Secretary of your Division.

Wake up, Brothers, and share in one of the greatest benefits the B. of L. E. has provided for you.

Fraternally,  
WM. HILTON.

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### Pretense and Practice

CHICAGO, ILL., Jan. 31, 1917.

EDITOR JOURNAL: Applying the principle of "Safety First" is somewhat different from merely discussing it. The first cost is less with the latter plan and it permits more leeway for those people who like to dance without paying the fiddler. We all agree at the monthly meeting of the "Safety Board," of which, by the way, I am a member, that every effort in the way of improvement, every advance in the matter of dispatch of engines and trains should be made with a

wholesome regard for safety. That is the professed purpose of this Safety Board. We are told at the time of our appointment to this board that nothing will be left undone to carry out reasonable suggestions coming from any source, looking to safer train movement, and a safety generally in railroad work, either on the trains, in the shops or anywhere else. As the engineer representative of that body I started in on my new duties with much enthusiasm, about two years ago; am still a member, but am at times embarrassed on account of the humiliating position I have at times been placed in before my fellows, and only hold out because of the hope that I may yet be able to render some little service to the men who man the engines and trains.

The only real efforts yet made by the "board," of which I am still the locomotive representative on our division of road, have been of a nature that do not involve the least outlay of money and with practically no restrictions to train movement. Some conditions here, which are often admittedly dangerous, are not corrected, but a whole lot of "good" advice is given out to aid the employee to guard against various pitfalls that are permitted to exist. The men are told to not do this, and to avoid doing that and some other things, but all the time they are under constant pressure of demands of one kind or another that are very materially and often wholly inconsistent with the advice offered.

When from one of these meetings I go out on an engine that does not steam, and has been so for a time, with firebox leaks that are just given attention enough to keep engine dry while getting a train out of the terminal; with an air pump that stops now and then and will not supply proper air pressure at any time; with track not in condition for the speed called for and other incidentals bearing on the question of safety, I am often prompted to make effort to have some of these faults corrected, but am deterred from doing so, when it becomes clearly apparent to me that I am stepping on people's toes who resent my interference with their management of their own affairs, and for which they alone are responsible.

This is particularly true when any suggestions are offered with a view of reducing the continuous service hours, which is one of the chief violations of the laws of safety, as I know from experience and observation. Experience that has found men more than once sound asleep entering a town or a city or going over a railroad crossing, and from observation which has shown me an absolute indifference to safety or anything else on the part of trainmen who have become fagged for want of rest and proper nourishment.

There is much to be done in the interest of safety in many places, but it may be necessary, as it has so often been the case before, to appeal to the law for a more practical and more thorough application of the principle of "Safety First" to modern train operation, as the professions of the average railroad in this respect are often absolutely insincere wherever the adoption of some appliance or the application of some regulation calls for additional expense in equipment or restriction to train movement.

Fraternally,  
CHAS. HILTON.

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### Retirement at Seventy ?

The benefit of the pension systems of the railroads under present conditions seems to be hardly worth considering as an asset in one's financial resources of the future. Seventy years is a long road to go under the pressure of service required of the engineers on the high-powered monster engines of the present, and even if one should be fortunate enough to escape the many pitfalls on the way, the natural wear and tear incident to the work will usually leave him but a short respite from his labors before the final call should he ever reach the coveted goal.

The greatest physical and mental effort on the part of the railroad man demanded of late taxes his energies constantly to the limit, and sometimes beyond, and were it not for the promised relief in sight of shorter hours of service, the outlook for the future would hold little for him in the way of encouragement.

There is much difference in the effect of engine work on the engineman of today as compared to that in former years. The deafening roar of the big injectors, and the knocks and pounds, together with the noise and vibration generally of the modern locomotive, is such as to often break down the resisting power of the men. This is particularly true when they have been on duty for long periods, as they frequently are. We used to hear the phrase, "deaf as a boilermaker," but the saying fits almost as aptly now in the case of the engineer. The work is a severe tax on all the faculties under the most favorable circumstances, and many are dropped out of service long before arriving at the pension age because of some physical defect brought on by being held long hours on duty at the nerve-racking work.

No, the pension is about as elusive as a rainbow, and while it may be said there are many of our members today drawing pensions, you must consider that these men were not up against the conditions existing today. The game is more strenuous now, with the large engines and long trains, for which reason there are fewer of our craft looking forward with any reasonable hope to the time when they will enjoy retirement on a pension, excepting in cases where retirement follows physical disability. T. P. W.

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### Brother Lewis Brown, Div. 431

FAIRBURY, NEBR., Jan. 3, 1917.

EDITOR JOURNAL: When I came in off my run yesterday, Division 341 was in session in a room adjoining mine, and I was called to the meeting. I noticed quite a lot of the Brothers wearing knowing smiles and I suspected something was up, so after the regular business was finished, the Chief, Bro. J. A. Cuykendall, called me to the rostrum and presented me with my Honorary Badge, and I fully appreciate the honor that goes with it. It was forty years the first of last July since I joined Burlington Division No. 151. At that time I was running on the Burlington road.

I was born and raised in the town of Urbana, Ohio, through which ran the

Atlantic & Great Western, the Mad River and the Pan Handle roads.

My first railroading was helping John Obsein switch cars around Urbana with a mule. One frosty morning the mule was slipping badly so John told me to get some sand, which we scattered on the platform, and then the mule did the work all right.

Our veteran Brother, Charlie Pinkney, who is still hale and hearty as I see by the January JOURNAL, was running an engine there about that time, and sometimes I would get on his engine and he



Bro. Lewis Brown, Div. 431

would often let me throw the lever over while switching. Arthur Ball, Joe Dando and Jerry Wimple also ran there in those days.

My first job of real railroading was drying sand at Bradford Junction, Ohio, for Dan Rice, who was roundhouse foreman there. Being handy at scouring brass, I soon got a job firing a passenger engine for Sam Knoop on the division between Bradford Junction and Columbus. It was known as the Piqua division of the Pennsylvania Railroad. On that division were John Cassell, Taylor Shawver, "Phil" Chase and his brother Charlie, all good friends of mine. We had Hinckley

engines, with brass double domes and a lot of other brass and other things that had to be kept clean. I fired that run for about a year, when I was taken off and made hostler at Columbus, remaining there until the strike of the engineers and firemen for a 10 per cent raise on December 6, 1872. After the strike I returned and stayed until the summer of 1873, when I came to Burlington and went to work on the Burlington road. I fired six months between Ottumwa and Burlington, when I was promoted to running a helping engine on the main line from Ottumwa to Agency. After a short time I took a run on the Middle division between Ottumwa and Creston, remaining there until the strike which took place on February 27, 1888. There are lots of men on that road I would like to hear from, especially Frank Reynolds and John Otton.

My next job was on the Rock Island, where I went on December 2, 1889, and where I have been in continuous service ever since. I have been pulling passenger for 16 years, and am at the present running between Fairbury, Nebr., and Horton, Kan., on the day express. I have had very good luck, excepting for a rear end collision with a freight train on account of a short flag, when I was injured by jumping off, so I had to stay in the hospital 14 days.

There is a man in Texas whom I would like to have read this letter. He is assistant superintendent of the S.P. at El Paso.

I hope that all my friends who may read this will drop me a line or two, if only on a postal card. I am 64 years of age, Brothers and Sisters, and a bachelor. I am enjoying good health and not very bad looking. Fraternalty yours,

LEWIS BROWN.

#### Brother Nicholas Mathias, Retired

MOBERLY, MO., Feb. 2, 1917.

EDITOR JOURNAL: I was born August 25, 1840, in the province of Lorraine, France, and came with my parents to America in 1844. France, then among the foremost nations of the world (which is rapidly bringing about the fulfillment of the prophecy from Tennyson, "When

the heavens shall be filled with commerce, with argosies of magic sails"), in those days had not so much as a surface railroad, so that the journey from Lorraine to the coast had to be made by wagon, passing through Paris to Havre, where passage was taken in a sailing vessel. The trip across the ocean at that time took six weeks. When we landed, our vessel docked at New Orleans, and the family embarked on a Mississippi river steamer for St. Louis, arriving there some time in June, 1844, during the time of the high water.

My father, who in France had been a soldier under the great Napoleon, was forced to leave his native country on account of loyalty to the general's memory, and seek protection under the folds of the dear old Stars and Stripes that we all love so dearly. Our family, which consisted of three boys and one girl and father and mother, moved to Carondelet, Mo., a French village, where father went farming and truck gardening. Of the family tree, as it appeared when we arrived in America, I am now the only leaf remaining, but time has dealt gently with me during the weight of seventy-six summers.

I shall never forget my first school days when I hung my legs over a log bench in the log school house at Carondelet. We were then very poor, and at the age of sixteen I went steamboating as a helper to the engineer, which in those days was called a striker. An engineer in those days had to be a blacksmith and do the boat repairing. I stayed at that job three years, and at the age of nineteen, when the boat was laid up for repairs, I concluded to go to the then wild State of Texas. The first Texas town I struck was Galveston, but there was nothing doing there for a white man, as the negro slaves were doing all the work. After loitering around Galveston for a short time I headed for Beaumont, where they were then building the Texas & New Orleans Railroad, and got a job getting out ties and rafting, also helped to put in bridges. I remained on this job until the Civil War broke out, and as the feeling was intensely bitter against anyone from the North, I had to be very careful what I said. I was asked repeatedly to join

the Confederate forces, but would always get out of it by telling them that I intended to join at some later date, and finally, when it came to a showdown, I beat it for St. Louis and there joined the Northern Army, at the age of 21 years. Ours was the First Missouri Regiment, Battery K. I served in the army until the end of the war, when I came home and went to work for the Iron Mountain Railroad, in the shops, helping to clean engines. I afterwards got a job firing on the same road on a short run, Thomas Shay being my engineer, and before I



Bro. N. Mathias, Div. 86.

left the service of that company I fired every engine they had, which was fifteen. Mr. John Hewitt was master mechanic. All the engines were wood-burners, and the cylinders were 14 by 22. They had copper flues and 2200-gallon tanks.

The fireman in those days had to help "wood the engine," turn the table, put engine in the house, and the next day, while resting, had to scour and pick hemp for the engineer, all for \$45 per month.

Engineers at that time got \$80 per month. The Iron Mountain only ran to Pilot knob in those days, and the gauge of the track was, first 5½ feet, later 5 feet, and afterwards, with all Southern

roads, was changed to 4 feet 8½ inches.

My next job was with the Missouri Pacific, which was a very much better job than the one with the Iron Mountain. There was no "wooding up," and better pay. I was working under Master Mechanic Jack Johan. This road had all Rogers engines, with 16 by 24 cylinders. After working for a while I quit this road and went to work on a new road, known at that time as the Atlantic & Pacific, and which is now the great Frisco System. John Hewitt was master mechanic and Jack Redman superintendent; I remained on this road for two years. I then went back to work on the St. Louis, Kansas City & Northern, now the Wabash.

The change that has taken place in railroading since I commenced has been wonderful. At that time there was nothing but small wood-burners, and when I first went to work on the old St. Louis, Kansas City & Northern, under Mr. Selby, we used to have little pumps on the crosshead to pump water into the boiler. When one looks at the monster locomotives that are in use at present he thinks of the engines that were in service then as toys. In those days we had to go out on the running boards to oil the valves, and sometimes take sticks to open the cylinder cocks.

I ran on the St. Louis, Kansas City & Northern for 41 years, and have now been given an indefinite leave of absence. I never expect to make another trip on an engine. I am a veteran of the Civil War and also a veteran of the B. of L. E., and am now wearing the badge of Honorary Membership in the Grand Division, of which I am very proud, and for which I am very thankful to the officers of the B. of L. E. I am also thankful to the officers of the Wabash Railroad, and it is my prayer that God will bless you all.

Faternally yours,

NICHOLAS MATHIAS, Div. 86.

### Brother Geo. H. Whitfield Retired

ALTOONA, WIS., Jan. 19, 1917.

EDITOR JOURNAL: On December 18th, a very pleasant evening was spent in the Division room by members of Div. 241, it being the occasion of the presentation

of the badge of Honorary Membership in the Grand Division to Bro. George H. Whitfield.

Supper was served by the ladies of Division 52, after which the party was entertained by speeches, music, singing, and dancing.

Following is a sketch of the railroad life of Brother Whitfield:

Brother George H. Whitfield began his railroad career when but 15 years of age, after vainly trying to join the famous company of volunteers here commanded by Colonel Ellsworth, being re-



Bro. Geo. H. Whitfield, Div. 241

jected because of his age. He first went firing on the Chicago & Northwestern R. R. In 1871 was promoted to engineer, but after running on that road for eight years was dismissed for hauling a crew one of whom was under the influence of liquor.

He then went to the old West Wisconsin road in 1880, the name of the road being changed later to the Chicago, St. Paul, Minneapolis & Omaha, remaining there until 1914, when he was pensioned on account of failure of his sight.

Brother Whitfield joined Division 176 in 1875 at Baraboo, Wis., and received his Honorary Badge in December, 1916.

He is still enjoying good health as well as other fruits of a well spent life in the service of the Chicago, St. Paul, Minneapolis & Omaha R. R. Company.

Fraternally,

WM. RICHARDSON, S.-T. Div. 241.

### Bro. W. D. Ingersoll, Div. 77, Retired

GREAT BARRINGTON, MASS., Jan. 23, 1917.

EDITOR JOURNAL: In reading some of the experiences of retired members in the JOURNAL, it occurred to me that perhaps mine might interest someone too.

I was born in Richmond, Mass., near the New York State line, on October 16, 1851. I went to school and worked at various things, at West Stockbridge, until 20 years of age, when, with the help of an engineer of my acquaintance, I got a job firing on the Housatonic Railroad, at that time running between Pittsfield, Mass., and Bridgeport, Conn. I commenced firing out of Bridgeport on April 26, 1872. At that time the company had three wood-burning engines. All the engines were named after counties, towns and states, while some were named after prominent men. The engines had no injectors, or lubricators, or feeders for rod cups, and there were no other than hand brakes; there was also a lot of brass and fine paint work which the firemen were compelled to keep clean. We cleaned out our own flues and built our own fires on some runs, and performed a lot of other duties too numerous to mention, for which we received \$50 per month. In September, 1878, I was promoted to engineer, after six years of firing, during which time there had been three general reductions of wages, so that for my first month's pay as engineer I got but \$40. I was promoted by Master Mechanic C. R. Morris. When promoted in those days you were given papers to sign and had to be sworn before a notary public. My first engine was a four-wheeled type, with fifteen-inch cylinders and diamond stack. There was no limit to the amount of work, as you had to do all of the rod-keying and wedge-setting and packing; nor was there any limit to the hours or miles you were expected to make. You got paid by the

month, and were expected to do all that was asked of you by the master mechanic. Those, with some other conditions, were of course not desirable, and that fact induced some of us to make an effort to get up a wage schedule and a committee to present it to the company, with a request that it be adopted. Geo. Bowers, F. W. Kingsley and myself represented the main line. James Hall, the New Haven and Derby, and S. L. Moore, the Danbury and Norwalk divisions.

W. H. Stevenson was vice president



Bro. W. D. Ingersoll, Div. 77

and general manager of the road. We worked hard for nearly a year to secure the adoption of our schedule, with a variety of odd experiences, and finally were compelled to send for our Grand Chief, P. M. Arthur, to come to Bridgeport, Conn., where, with the officers of the road, we formulated the first schedule we ever had, and which lasted for a number of years, even after the road was taken over by the New York, New Haven & Hartford R. R. Co., or until that road also adopted a schedule of wages of its own.

I have been a member of Division 77 since 1882, and have run an engine 38 years. I am very thankful to the com-



pany for their generosity in granting me my pension, as it serves as a mark of their appreciation of my services, together with its practical benefit, both of which are a source of comfort to me.

I am very much interested in reading the experiences of other old-time engineers as printed in the JOURNAL, and hope mine may attract the attention of some friend of other days who might be kind enough to drop me a line or two, for old acquaintance sake. Fraternally,

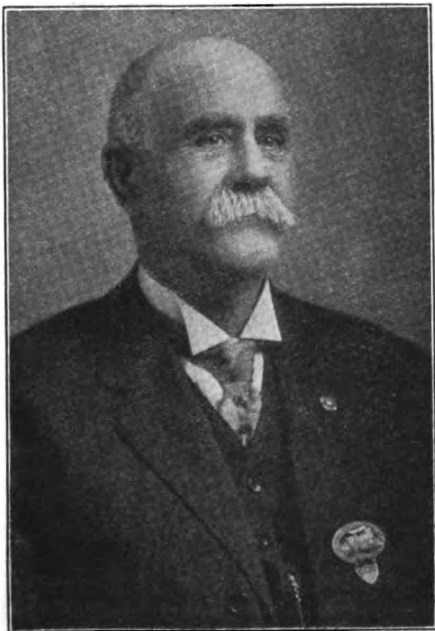
W. D. INGERSOLL.

### Brother H. J. Adams and Wife

NEW LONDON, CONN., Jan. 25, 1917.

EDITOR JOURNAL: Our veteran Brother, H. J. Adams, has just passed the fiftieth year of membership in the grand old B. of L. E., and it was the happy privilege of Division 348, of which Brother Adams is an honored member, to give a banquet and present him with some token as a mark of respect upon the occasion of this his fiftieth anniversary of membership in the Brotherhood.

Brother Adams has run an engine more than 50 years and has carried our insurance over 40 years. He was Chairman of the Committee of Adjustment of the



Bro. H. J. Adams, Div. 348



Mrs. H. J. Adams, G. I. A. 412

Norwalk & Wooster division of the New Haven road for some years, and received his badge of honorary membership in the Grand Division in 1911, although he was entitled to it five years earlier.

The members of Division 348 and some invited guests, together with Nutmeg State Division 412 of G. I. A., assembled at the latter's Division rooms at 1:30 p. m., December 17, 1916, to which Brother Adams and his estimable wife were also invited. The veteran couple were escorted to the chair, where they were met by a committee who presented Brother Adams with a solid gold watch and chain and Sister Adams with a beautiful bouquet of roses. The aged pair were completely taken by surprise, and as they passed down the aisle of admiring friends, though their locks were white with the silvery touch of time, and the cares of so long a life, and though their step lacked the firmness of other days, there was that in their general bearing to denote a keen appreciation of the honors shown them on this occasion, and no doubt many of those present were hopeful that they might also some day merit such honors.

The banquet was served at 2:30 p. m. and was enjoyed by all, after which sing-

ing and music by Lakey's Orchestra furnished entertainment that made the affair a complete and enjoyable one, and all went home, no doubt feeling the better for having contributed to the success of the occasion by their presence and good will, and with a hope that the veteran couple whom they were pleased to honor might live long to enjoy the love and respect of their many friends.

Fraternally yours,

CASSIUS O. TAYLOR, Sec. Com.

### Brother Thomas Stofer, Retired

GLEN ELLYN, ILL., Jan. 20, 1917.

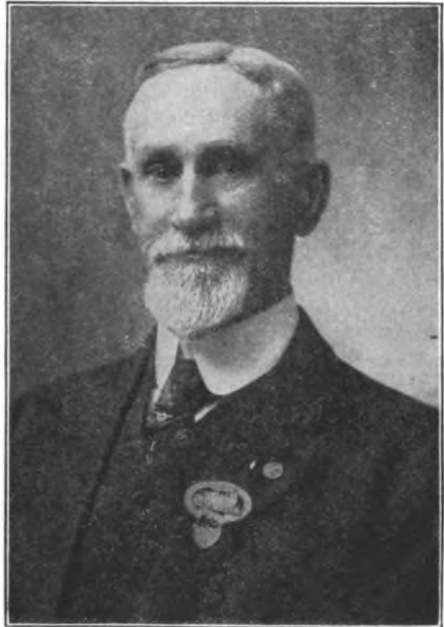
**EDITOR JOURNAL:** I was born at Springfield, Ohio, in 1842, and with my parents came to Indianapolis, Ind., in 1852. I began my railroad career as a railroad man in 1869, firing the only switch engine in the Indianapolis yards of the Indiana Central, Dayton & Western R. R., now the Pennsylvania R. R. My engineer's name was Charles Fulmer. The engine was the old-time four-wheeler, and a wood-burner.

In 1860 I was put in road service, firing an engine used to haul wood to terminals, and on extra freight. In 1861 I was put in passenger service between Indianapolis, Ind., and Dayton, Ohio, firing for many of the old-time engineers, among them John Whitmore, A. J. Pool, Val Case, Ames Kellogg, (Old) John Hays, Ben Zanyas, and Wells Davis.

T. V. Losee was master mechanic and Abram Vantuyke shop foreman. The shops and roundhouse were located on Noble street near Washington street, Indianapolis, Ind. In 1862 I enlisted in the Union Army at Dayton, Ohio, with ten other employees of the road. I was in Company I, 11th Ohio Volunteers, and served until the close of war, after which I was asked to take back my old position firing on same engine I had before, with engineer Wells Davis, and was told that I stood first for promotion.

The road changed hands about that time, being bought by the Pennsylvania R. R. and named the Pan Handle. They changed its route, Indianapolis to Columbus, Ohio, by running through Piqua, Ohio. In 1866 they put on the second

switch engine, and I was promoted and given that engine to run. In the fall of 1866 I was assigned to a new Roger freight engine, No. 33, which I ran until the Pan Handle strike of 1873, when we all lost out. Then I was forced to look elsewhere for work, but, fortunately for some of us, our friend T. V. Losee was appointed master mechanic of the Indianapolis, Bloomington & Western R. R., now a division of the Big Four, and he hired a number of us strikers to run engines on that road. I hauled freight there until 1880, when I resigned to take



Bro. Thos. Stofer, Div. 534

an engine on the Lake Erie & Western R. R., running in both freight and passenger service out of Lafayette, Ind.

In 1895 the shops were moved to Rankin, Ill., and I ran passenger from Rankin to Peoria, Ill., continuing there until 1906, when I was retired on account of failing sight. I was married in 1873 to Miss Bessie Curtin of Anderson, Ind., who died in 1896.

I was admitted into the B. of L. E. Div. 11 in 1869; transferred to Div. 7 in 1881, from there to Rankin Div. 534, of which I was a charter member and its first F. A. E.

Last year I received the Badge of

Honorary Membership in the Grand Division on Christmas Day and I am very proud of same. Many thanks to the officers and members of Rankin Div. 534 for the many favors they have shown me since my retirement from the road.

I am making my home with my daughter at Glen Ellyn, Ill., where a letter will reach me, and I assure you it would afford me much pleasure to receive a line or two from some old friends of other days.

Yours fraternally,  
THOMAS STOFER, Div. 534.

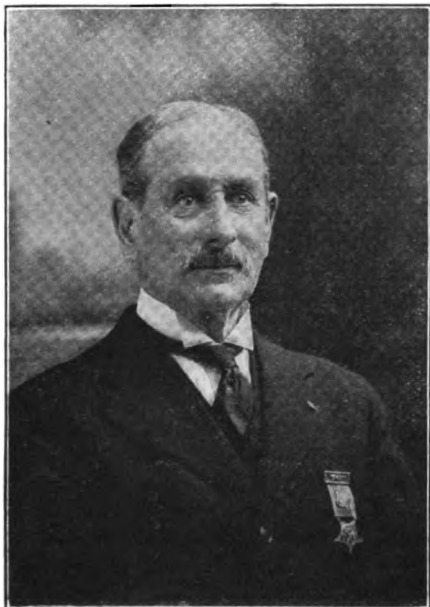
### Bro. G. T. Darling, Div. 64, Retired

WORCESTER, MASS., Feb. 5, 1917.

EDITOR JOURNAL: Bro. G. T. Darling, honorary member of Div. 64, was born in 1848. Enlisted at the age of 14 in the Union Army and served from June 13, 1863, until July 27, 1865.

Was employed as engineer on the Worcester & Nashua Railroad in 1872 and 1873; went to the Pittsburg, Cincinnati & St. Louis Railroad in 1874; was with the New York & New England Road in 1883, and went to the Northern Pacific Road later in the same year.

He was initiated by Grand Chief P. M. Arthur in 1877, and with the exception of about two years has been a member



Bro. G. T. Darling, Div. 64

of the B. of L. E. ever since. He was elected Chief Engineer of Div. 206 in 1883.

After a varied experience in running engines on these roads he was appointed police officer in Worcester, Mass., and after 16 years of faithful service was retired on a pension.

Brother Darling has, according to the records of Div. 64, been Guide of that Division for 25 years, from 1892 to the present time, and is still the very efficient officer that we are all proud of.

On January 1, 1917, he had the honor to be elected Commander of Post No. 10, G. A. R., the largest G. A. R. Post in the United States. This honor Brother Darling is very proud of, and as Brothers we also are proud of him. Brother Darling is a regular attendant at our meetings, enjoys fairly good health, and is always ready and willing to help entertain.

We hope for many years more of usefulness and comradeship with the best Division Guide who ever led a candidate to the altar.

Yours fraternally,  
W. A. PADDOCK, C. E. Div. 64.

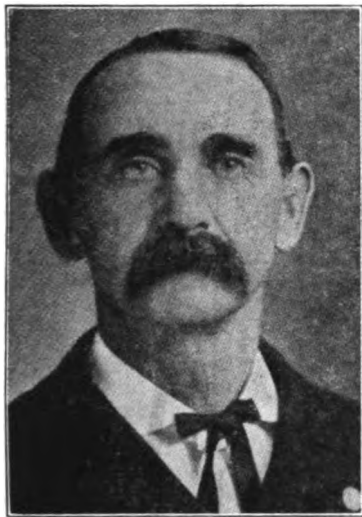
### Bro. C. N. Burgett, Div. 306, Retired

CRESTLINE, OHIO, Feb. 4, 1917.

EDITOR JOURNAL: Bro. C. N. Burgett has been in the employ of the Pennsylvania Railroad Company continuously since 1864. He began as brakeman, continuing as such until 1869 when he went firing, and was promoted to engineer in 1873. He joined Div. 8 in 1874 at Alliance, O., remaining a member of that Division until the charter was recalled in 1877. He then joined Div. 16 at Galion, O., where he held membership until 1885, when he became a charter member of Div. 306, which was organized in that year at Crestline, O.

Brother Burgett served 15 years as Chief of Div. 306; was delegate to the Los Angeles and Norfolk Conventions, and has been a member of the B. of L. E. for 41 years.

The record of Brother Burgett is one to be proud of. No man can serve the Brotherhood in the position which he has occupied without being possessed with that quality of merit which has been the real mainstay of our organization. His



Bro. C. N. Burgett, Div. 306

41 years of membership places him in the ranks of the select few of veteran Brotherhood men, and his retirement, as is the case with any man in the harness for that number of years, is certainly well earned.

Yours fraternally,  
A. BROTHER.

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**Bro. W. O. Tenney, Div. 27, Retired**

FREEPORT, ILL., Feb. 4, 1917.

**EDITOR JOURNAL:** After a service of 26 years with the Illinois Central Railroad Company, Bro. W. O. Tenney has been retired on a pension, owing to physical disabilities.

When General Superintendent J. T. Foley learned of the retirement of Brother Tenney which took place on Aug. 1, 1916, he wrote the Brother a letter complimenting on his excellent record and expressing regret that he was compelled to leave the service.

Brother Tenney first entered the service of the Illinois Central in 1873 at Champaign, Ill., as timekeeper and storekeeper. About a year later he went firing and continued firing until 1879, when he left to go firing on the Santa Fe. He returned to the Illinois Central in 1890, going firing on a run between Champaign and Clinton, Ill., and later came to Freeport, Ill., firing until 1902 on a run between Freeport and Chicago.

Brother Tenney was promoted in 1902

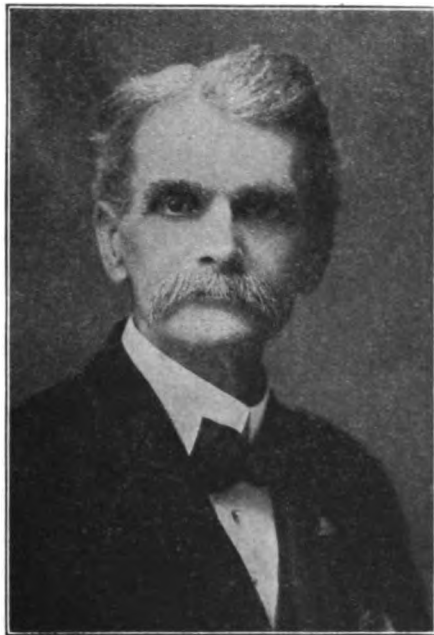
and was one of the very best engineers in the employ of the company, and I can safely say that Div. 27 is proud of him for his many sterling qualities.

His brother, Harry Tenney, who passed away, was also a well known engineer and a member of Div. 27 also.

Brother Tenney makes his home at 22 Washington Place, Freeport, Ill., and would be pleased to have any old friends drop him a line at any time to renew and brush up old acquaintanceship.

Fraternally yours,

T. KYLE, S.-T. Div. 27.



Bro. W. O. Tenney, Div. 27

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**Bro. A. J. Gunnell, Honorary Badge**

HARRISON, ARK., Dec. 5, 1916.

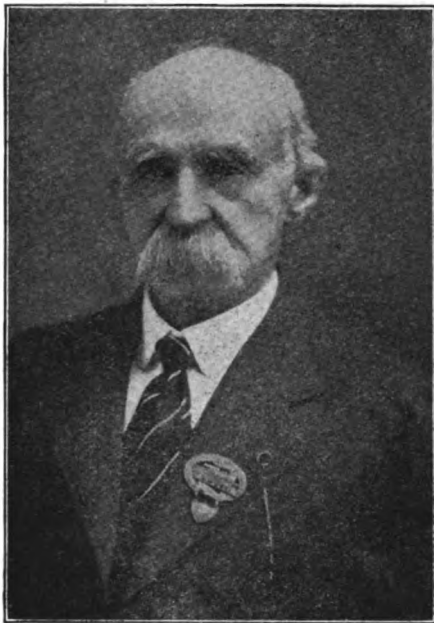
**EDITOR JOURNAL:** I wish to thank the G. I. D., also the officers and members of Division 780, for the Honorary Badge recently given me for forty years' continuous membership in the B. of L. E., and thinking it might possibly interest some of the old Brothers am sending you a short outline of my railroad career.

I was born in the village of New Staunton, Pa., Nov. 1, 1845, so you see I have lived my allotted three score and ten, and more, and am good for a few years

yet, if the high cost of living does not put me down and out.

Our family moved to Illinois where, we were living at the breaking out of the war between the North and the South. In one of the later calls for troops I enlisted, but being under age father insisted on my staying at home, and he took my place on the muster roll. Soon after that I began my railroad career, braking on the I. C. R. R., on the division between Wapella and Centralia. I remained there until the close of the war, when father came home, sold out the farm and moved to Springfield, Ill.

After going to school a year or so, I went West and began my real railroad-



Bro. A. J. Gunnell, Div. 780

ing, firing on the Bridger division of the U. P. R. R. On January 1, 1871, I was promoted to the right side and held it down until May, 1912, when I lost out in Mexico, which ended my career on the road.

In October, 1871, I returned to Springfield, and was married to Miss Lucy Paine of that city. In the spring of 1872 I left the U. P. R. R., on account of my wife's health, and went to work on the Illinois South-Eastern, with headquarters at Pana, Ill. I remained there until the panic of '73 struck the country, when several trains were taken off the road, and my name being too low on the list to hold by seniority, and having a job to go to at once, I went to Moberly, Mo., on the old North Missouri, now the Wabash, and remained there almost

twenty-two years, losing out in the A. R. U. strike of '94.

Being unable to get a job on account of being blacklisted, I went into the hotel business for a few months, but the yearning for the road was strong in me, and in the summer of '98 I went to work on the P. & N. between St. Louis and Peoria, with shops at Springfield, Ill. In less than two years this road was taken over by the C. & A. & I. C., and almost all the men lost out, myself among them.

In the spring of 1900 I went to Old Mexico and got a job on the Guadalajara branch of the Mexico Central R. R. I remained there for twelve years and supposed we were settled for life, having a good job, good pay, a delightful climate and all that goes with it. We were perfectly happy there, but the political condition of the country turned everything upside down. The Mexican government obtained control of the road, revolution followed revolution until all Americans had to get out for their own safety. I had put all my savings into city and suburban property there and I have it yet, only it does me no good. When I left Mexico I felt that my days of running were over account of the age limit this side of the border. Since coming to the States, I have been living at Harrison, Ark., where I am holding the job of engine inspector in the roundhouse of the Missouri & North Arkansas R. R.

I was initiated into Division 86, Moberly, Mo., in the month of December, 1876, and have been a member of the Order up to date. I stuck to the B. of L. E. when she was having a hard time to hold on at the time of the Boston & Maine, Reading, and Pan Handle strikes. We lost out in those strikes, but the sacrifice for principle made by those Brothers directly concerned and who suffered the greatest loss, together with the spirit of loyalty shown by all the members everywhere had a stimulating effect on the growth and fiber of the B. of L. E. that has often proved itself later to be of the greatest benefit to its members.

I represented Division 86 in the Grand Division twice. Once at Richmond, Va., and again at Pittsburg, Pa. I was a member of Division 460, Springfield, Mo., for a couple of years, but when the order was re-established on the Mexico Central, I was transferred to Division 587 at Aguas Calientes, and in 1908 organized Division 774 at Guadalajara. I was elected Chief Engineer, and re-elected successively until the final trouble came, when I was still Chief, having the distinction of being the only Chief Division 774 ever had. When we sent back our charter I placed my card with Division 438 at Laredo, Texas, temporarily, and

was soon after transferred to Division 780 at this place, where I still remain, waiting and hoping for a change in affairs, so we can return to the land of sunshine and flowers, and again enjoy life with a revolution or two dropped in to give it zest. Fraternally yours,

A. J. GUNNELL.

### The Human Element

There is a vast difference in what may be termed the morale of an army of workers who are ruled by fear resulting from intemperate exercise of authority as compared to that where strict discipline, coupled with a humane interest in the welfare of the worker, governs. It is a mistaken idea that human sympathy and the proper exercise of discipline cannot be made to harmonize. This statement applies most aptly to the railroad train service, where, owing to the peculiar nature of the work, it is impossible for the head of any department to direct the work of his men, and who must depend largely on their loyalty to him and the company for the quality of their service. The officer who ignores that fact, who is foolishly led to pride himself on his system, in the absence of any parallel by which to measure the inefficiency of it, may temporarily entertain an unwarranted confidence in its success; but, if a progressive man, must sooner or later see the evidence of his short-sightedness, which will surely manifest itself in an unmistakable manner.

There is a spark of loyalty in the breast of every man. The incompetent subordinate officials may fail to appreciate the fact, or freeze it out by an attitude of cold indifference for the human side of the workman. Among the higher officials, who have through real merit gained their position, there is a keen appreciation of the value of loyalty in the ranks.

It may happen that contact with these men, if only for a final appeal by some penitent offender trying to escape the ruthless ax of authority wielded by some minor official dealing out strong doses of book-made discipline, will, through the kind consideration shown him by the officers of broader gauge, have awakened within him a feeling of loyalty that has long lain dormant; loyalty to his employer as well as a live interest in things in general concerning his own welfare.

The old aphorism, "Like Breeds Like," is nowhere more aptly illustrated than in the handling of men engaged in train service, where the true caliber of the management is ever reflected in the loyal conscientious work of the men. It is impossible to lay out any set task for the train employee. He may do little, or much, and get by with either. He should

not be limited as to the quality or quantity of his task, for the loyal workman can do more and better work in train handling than any schedule of rules can anticipate; but to do so he must be actuated by some motive of self-interest, must feel that he is storing up a balance of good will on the credit side of the ledger of service, in the final summing up of which he will share in the profits, just as a man stores up for the rainy day that may never come. If not, if he is taught to regard his work merely the fulfilling of a cold business contract, to deliver a certain fixed amount of labor for a certain wage, that tomorrow is to be merely a repetition of today, that he simply represents a unit among the workers in a service devoid of all sentiment, of all human interest, then he will never be an efficient workman in a field of labor where sentiment is so closely interwoven as to be almost indispensable to its success.

### Railroad Men's Home

HIGHLAND PARK, ILL., Feb. 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended January 31, 1917:

#### G. I. A. TO B. OF L. E. DIVISIONS.

Div.	
320.....	\$5 00
382.....	5 00
Total.....	\$10 00

#### SUMMARY.

Grand Lodge B. of L. F. & E.....	\$1798 15
Grand Division, O. R. C.....	53 66
Grand Division, B. of L. E.....	26 40
Grand Lodge I. S. to B. of L. F. & E.....	100 00
B. of R. T. Lodges.....	72 66
G. I. A. to B. of L. E. Divisions.....	10 00
L. A. to O. R. C. Divisions.....	5 00
L. S. to B. of L. F. & E. Lodges.....	4 30
Dividend on Chas. stock.....	14 00
From the Kekionga Society, Div. 51, L. A. to O. R. C.....	5 00
Frank Boomer, Div. 251, B. of L. E.....	2 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
O. L. Henderson, Div. 686, B. of R. T.....	1 00
Charles Clark, Div. 360, B. of R. T.....	1 00
Charles W. Herbert, Div. 608, B. of R. T.....	1 00

\$2097 17

#### MISCELLANEOUS.

One year's subscription to the Literary Digest, from W. S. Carter, Peoria, Ill.

One year's subscription to the Field and Stream and Sunset Magazines, from Lodge 426, B. of R. T., Greenfield, Mass.

One year's subscription to Collier's Weekly and Review of Reviews, from Lodge 4, B. of R. T., Chicago, Ill.

One year's subscription to Benziger's and McClure's Magazines, from Lodge 479, B. of R. T., Chicago, Ill.

Bound volume of B. of L. E. JOURNAL for 1916, from Div. 231, B. of L. E.

Three dozen towels, from Div. 240, G. I. A. to B. of L. E.

Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### A Royal Trumpeter

BY HELEN M. RICHARDSON

March winds whistle gaily through the forest,  
Shake the blinds and rattle at the door,  
Howl with glee upon the sunny hillside,  
Bellow loudly all along the shore.

March's a noisy fellow, yet we welcome  
All his antics, for we know that he  
Will unlock Spring's door for smiling April,  
And will set the brooks and rivers free;—

Will release the earth from icy fetters,  
Call the farmer to the plow and hoe,  
Rouse all sleeping things in field and woodland  
From their beds beneath the winter snow.

List! he's brought a bluebird and a robin!  
Hear them up in yonder leafless tree?  
They are not afraid of his rough wooing  
As they join his merry jubilee.

If you keep an ear attuned to listen  
You may hear a bluebird woo his mate;—  
Merry March sets love and work a-going,  
Nature never stops to hesitate.

Never mind his bluster and his swagger,  
March knows when it's time to be astir;  
Be alert and join the glad procession  
Of which March is royal trumpeter.

### St. Patrick's Day

As we approach the month of March, our first thought is that winter will soon be over, and we begin to look forward to the glorious spring. The second thought is of St. Patrick's Day, on the 17th.

What a long list of notable people our Editor presented to us as having been born in the little month of February! We can only think of one born in March—"St. Patrick."

Every one knows that he is the Patron Saint of Ireland, but many may not know that the Emerald Isle was not his birth-place. History says that he was born in a town on the Clyde, near Dumbarton, in the year 377, and that he lived to be 116 years old. His father was a farmer, and when the boy was 16 years of age, while on his father's farm he was seized by a band of pirates, and with others was carried to Ireland, and sold to a petty chief, in the County Antrim, with whom he remained six years, after which he escaped, and devoted himself to the conversion of the Irish. He tells us that he was incited to it by a vision and by a voice calling him to labor in Ireland. He went into this work with enthusiasm and sagacity and was eminently successful.

His Irish biographers say that he founded 365 churches and baptized with his own hands 12,000 persons.

He died at a place called Saul near Downpatrick, and the place is still venerated by the people.

Tradition has it that St. Patrick banished all the snakes and toads from the beautiful island, and I remember well the small lake pointed out to our party of tourists, by a young Irish lad, as being the place where St. Patrick sent the snakes and toads, saying he would liberate them tomorrow; and with a twinkle in his Irish blue eyes, he added, "Tomorrow never came." It is befitting that, on the 17th of March, all those of Irish extraction should celebrate the birthday of this truly good man, who is their Patron Saint.

### An Old-fashioned Girl

"I've been watching an 'old-fashioned girl' for quite a long while," says a writer

in the *Fitchburg Sentinel*, "and I want to tell you something about her.

"Her dresses were made in modern style, but, bless you! she was so old-fashioned that she arose in the morning when her mother did, helped set the table neatly and cooked one or two dishes daintily her 'own self.'

"She had 'graduated,' yet she did not think because of that fact that the kitchen was not good enough for her, oh, no! She was so much behind the times that she actually washed the dishes, made her bed, dusted and then began preparations for the pudding for dinner.

"Now, wasn't she absurd, when she, following the accustomed rut, should have been lying on the parlor sofa with the latest novel in her hand and her pug dog beside her?

"When her little brother came in crying because his kite was broken, instead of calling him a 'horrid boy,' as it is the 'fashion' to do in some homes, she helped with her own hands to mend it. How could she be in such small business?

"After dinner had been cleared away, she produced a small work-basket and proceeded to mend the family stockings. Dreadful! After her task was completed, she accompanied her mother on a shopping expedition; and although she met many fine-looking gentlemen, she did not 'flirt' with any of them, for, don't you know, she was so antiquated she would have been shocked at the idea. As if it wasn't elevating to the intellect to be on the watch for some masculine person to fascinate!

"The girl of whom I am telling you was pretty looking, with a bright, fresh color in her face, brought on by plenty of exercise in the open air and in the kitchen.

"But I can't begin to tell you half this queer girl did, for you know she was so old-fashioned that she did whatever good deeds came into her heart to do; and her heart was such an antique affair that only pure, noble thoughts entered it.

"Her home was made bright and sunny by her presence, and yet she was not so perfect that she 'died young.' Oh, no! She lives today a girl who has 'no secrets' from her mother."—*Golden Days*.

## Girls in Other Lands

A somewhat extravagant speaker once declared that he considered it the duty of every American-born citizen to thank God, night and morning, that he had been born in this country. If he had said every woman, he would have been nearer the truth.

There is no country in the world where women have an easier time or are treated with more respect. In Great Britain women and girls work in the coal mines; in all Continental countries they are little better than beasts of burden, while in Asia and Africa they are simply slaves.

Even in the republic of Switzerland, no sooner are girls large enough to possess the requisite physical strength than they are set to the most servile work the land affords. The child has a panier basket fitted to her shoulders at the earliest possible moment, and she drops it only when old age, premature but merciful, robs her of power to carry it longer.

Sweet little girls of twelve to fourteen can be seen staggering down a mountain side or along a rough pathway under the weight of bundles of fagots as large as their bodies, which they have no sooner dropped than they are hurried back for others.

Girls of fifteen or sixteen can be seen barefooted and bareheaded, in the blistering rays of an August sun, breaking up the ground by swinging mattocks heavy enough to tax the strength of an able-bodied man, and it is not unusual for a girl of sixteen to be employed as a porter for carrying the baggage of travelers up and down the steepest mountain path in all the region round about.

The able-bodied, stout-limbed guides are protected by the law, so that they cannot be compelled to carry above twenty-five pounds, but the law does not concern itself with girls. The only limit to their burdens is their ability to stand up under them. And the burden increases with their age and strength, until there is no sort of menial toil in which they are not engaged.

Are not these things enough to make every American girl give thanks that she was born and raised in this blessed country?—*Golden Days*.



### Kindness and Charity

One morning on my way to Chicago, early enough to catch a glimpse of that beautiful ball of crimson bursting forth in all its glory from its eastern hiding place, my attention was drawn to a small pool of water which mirrored its beauty. Somehow it appealed to me as a symbol of how we might illuminate our little circle by radiating kindness, charity, and good-fellowship to those within.

For kindness is stored somewhere in the recess of each heart, and awaits only the spark to be kindled into the fire that will shed its golden rays to those many lonely souls yearning for a smile, a kind word of encouragement, to arouse within them new life and hope, and then, how many of us stop in the flurry and rustle of Christmastide to notice (and remember) the many little tots, wee folks half-clothed and starved, standing with little blue hands pressed against shop windows made alluring with toys and candies, and vainly wishing to possess some of the fairyland treasures. Did you bring the light of happiness to any little eyes? If not, let us now begin to seize with joy all opportunities to be kind in deed as well as thought, for what is more attractive than a heart filled with kindness. Certainly nothing so embellishes human nature as the practice of this virtue, for,

A little word in kindness spoken,  
A motion or a tear,  
Has often healed the heart that's broken,  
And made a friend sincere."

After all, what a peaceful thought if at the end of our lives the path behind us be illuminated with deeds of kindness and charity which we have dropped as we passed along. AVERIL COURTNEY.

### Virginia States Union Meeting

The ninth meeting of the Virginia States was held in Bristol, on Jan. 25th, with Div. 270, and was one of the best and most enthusiastic we have held since our organization was effected. The meeting was opened by one whom we all love, one who is ever faithful to us, Sister Crittenden, A. G. V. P., of Knoxville, Tenn.

The day was spent in election of officers

and other business of the union meeting.

The Sisters of Div. 270 did everything possible for the entertainment and pleasure of those in attendance. The lunch was served in the banquet hall of the Elks Club, and the decorations used were pink carnations. The menu was exceptionally good and artistically served. In the evening a theater party was given to visitors, and after the performance all returned to the Elks Club, where music, dancing and refreshments were enjoyed until a late hour.

The pleasure of the evening ended with an old-time Virginia reel, which every one enjoyed. We hope it will not be a great while until we meet with Div. 270 again, for if any Division can get ahead of this one, the members will have to get busy. The union meetings have proved a great help in our work of the G. I. A. We consider them well worth the time and money spent.

Upon this occasion we were honored in having with us several Sisters from Divisions in Tennessee. It was decided to hold the next meeting in Martinsburg, W. Va. It will be some time in May, at which time we anticipate a large attendance.

MEMBER OF DIV. 68.

### Twenty-fifth Anniversary

DIVISION 118, Providence, R. I., celebrated the quarter century of its existence on Jan. 21. Through the kindness of Div. 57, B. of L. E., we gathered in their hall on a meeting Sunday so they could join us in the celebration.

Before starting our program Brother McKenzie, in behalf of Div. 57, presented us with a beautiful floral piece, the design being that of our G. I. A. pin, together with 25 silver dollars, mounted on a background in the form of a crescent and star. Our delight and surprise at receiving such gifts may well be imagined, as we did not know that Div. 57 held us in such esteem.

An excellent program of music and readings was well received. We were pleased to have with us Brothers Griffing and Evans, who favored us with remarks.

Div. 118 was organized by Sister Cook, with 20 charter members, of whom 4 are

still with us, and a fifth is a member of Div. 412. We considered these members the honor guests of the day, and presented each with a silver tomato server. After partaking of a buffet lunch, a social hour was enjoyed. We are indebted to our Past President, Sister Richford, whose untiring efforts helped to make the affair such a success. D. C. H.

### In Time's Swing

Swing me gently, Father Time;  
Let your foot fall on the rime.  
Swing me high, and swing me low,  
Swing me through the winter's snow.  
Hasten! Father, with your swing,  
Out of winter into spring.

Father Time, we've swung together,  
Through both dark and sunny weather.  
Though your footsteps swiftly fly,  
Wintry days are passing by.  
Hasten! Father, with your swing,  
Swing me to the warmth of spring.

Through the seasons I have swung  
In your swing while years have flown.  
Father Time, your hands are rough,  
You have swung me long enough.  
Hasten! Father, with your swing  
Out of winter into spring.

EULAH LOEB.

### Are You to Blame?

The failure of women to read or even glance at market reports makes them in no small way responsible for the high cost of living, in the opinion of a produce dealer who follows this subject as part of his daily business.

"Retail dealers in foodstuffs," he said, "sell chiefly to women, who notice that prices change, but seldom exhibit any curiosity in the matter. The most that a grocer expects from a woman when he quotes butter up 5 cents a pound is a commonplace remark on high prices. So common is this lack of interest in real market conditions that a grocer never hesitates to set prices independent of the market or competitors. It is not unusual for dealers in the same block to quote a difference of 75 cents a bushel in the same grade of potatoes. Several large stores regularly ask and receive \$1 a bushel more than the market quotation for white potatoes. The same is true of nearly all other foodstuffs.

"This could be prevented and grocers

would ultimately be compelled to follow the wholesale market, which in turn would have to follow the grocers, if women would inform themselves of prices and the reasons for fluctuations."

All jobbers, large and small, he concluded, know that the ultimate purchaser, generally a woman, never raises unpleasant questions over an advance in prices, and they therefore advance them on all occasions. — *Woman's National Magazine*.

### Woman's Wonderful Discovery

It was an American woman, Miss Mary Davies, who, while working in the French hospitals, discovered how to prevent infection of wounded soldiers. Her discovery is a treatment of the cloth of which the soldier's uniform is made, with antiseptic substances, so as to keep it absolutely sterile, even after months of subjection to dirt and germs.

One of the greatest causes of infection found in all military hospitals has been bits of uniform shot into the body.

### Women on Executive Board

This year of 1917 will see the second woman member elected to the executive board of the Missouri State Teachers' Association. When, in 1918, the third shall be selected, then half of the six members of this committee will be women and shall continue so to be in accordance with an amendment to the constitution last year when Miss-Lydia Montgomery, of Sedalia, was the first woman member to be elected to the executive board.

The association this year will meet in Kansas City.

### The Eight-hour Day

Florence Kelley, Secretary of the National Consumers' League, pointed out, at the 17th annual convention of her organization, that there were only four States in the Union having a drastic eight-hour law for women workers. "For every woman who enjoys an eight-hour day," said she, "there are ten men," and she expressed her earnest desire that the League work unceasingly for a uniform eight-hour law for the entire nation. The

endorsement of this principle was the big feature of the convention.—*Woman's National Magazine.*

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### Notices

A school of instruction will be held on Friday, March 23, with Div. 168, in Fort Dodge, Iowa. The meeting will be held in the K. of C. Hall, corner of 9th street and 1st avenue, and will be under the direction of our Grand President, Sister Murdock. A cordial invitation is extended to all G. I. A. members in Iowa. Meeting will be called at 10 a. m. sharp, and an all-day session will be held.

SEC. DIV. 168.

The Indiana State meeting will be held in Terre Haute with Div. 29 on Thursday, April 26, to which all members of the G. I. A. are invited.

MRS. F. M. SIMMS, Pres.,  
MRS. B. B. IDE, Sec.

Div. 22, Grand Rapids, Mich., has sent notices to all the Michigan Divisions of a union meeting to be held in this city on May 17, in the K. of P. Hall, 111 Division avenue.

The meeting will open at 10 a. m., and we are looking forward to the pleasure of having with us our Grand President and other Grand Officers. Sisters from other Divisions outside the State will be made welcome.

COR. SEC.

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### Card of Sympathy

All members of the G. I. A. join in extending their love and sympathy to our two Grand Officers, Sister Bailey, Grand Treasurer, and Sister Turner, Grand Chaplain, who have recently been called upon to part with their life companions, who have been claimed by death. Brother Bailey passed away after years of suffering, while Brother Turner's illness was of short duration. We know that they have put their trust in God, and believe in a hereafter, which will help them to say, "Thy will be done."

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### Card of Thanks

Sister Bailey, Grand Treasurer, and Sister Turner, Grand Chaplain, desire to

express, through the JOURNAL, their appreciation of the words of love and sympathy that came to them from so many Divisions and individuals, at the time of their recent bereavement, also for the beautiful flowers sent.

It would be almost impossible to write to each one, and this means is taken to convey their heartfelt thanks to all.

MRS. J. G. BAILEY,  
MRS. H. H. TURNER.

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### Division News

DIVISION 99, Boston, Mass., realizes that the old year has gone but it is not forgotten. One of the unforgotten days is the one in November when Sister Cook inspected us.

Every member of our Division has a big warm spot in her heart for Sister Cook, and we are always pleased to welcome her when she comes to us, either as a visitor or in her official capacity. Our new officers were installed the first Wednesday in January, and as each officer left her chair and the reins were given to other hands, it was with a feeling of work well done, and we know that each one will be ever ready to respond to the call of duty for the Order we all love. Division 99 extends to our Grand Officers and to all members of the Order best wishes for the present year and all years to come. May each life be filled with sunshine and pleasant labors, with just enough clouds to make the sunset beautiful. COR. SEC.

DIVISION 545, Hagerstown, Md., recently had the honor of entertaining Sister Hitt, of Roanoke, Va., who came to us as Inspector. We had looked forward to this event with a great deal of interest, as Sister Hitt is a favorite of ours. We enjoyed an all-day session, our only regret being that several of our members found it impossible to be with us. At the close of the meeting, our Inspector gave us some interesting suggestions and encouraged us in our efforts. She also urged us to take out one or more policies of the Insurance, telling of the great benefit derived from this part of our work. These visits from those who are in touch with the work of the G. I. A. at large

are always encouraging and we wish we could have more of them. Before leaving us Sister Hitt was presented with a cut-glass vase in remembrance of Div. 545.

DIVISIONS 210 and 786, B. of L. E., together with Div. 375, G. I. A., in Macon, Ga., held a union meeting in December.

The object of this meeting was to create a more sociable spirit among the engineers and their families, and to try, if possible, to create new life and interest in the two Orders. This being the first attempt at a union meeting, the attendance was not all that could be desired.

We are planning to hold these meetings quarterly, and trust that we will soon reach almost a full attendance. At this first meeting Mrs. A. C. Raby, Pres. of Div. 375, presided. Several selections on the violin and piano were given by our young people, and talks for the good of the Order were made by several and refreshments were served.

Such meetings as these bring us closer together, and make us better members, spurring us on to greater efforts for the uplift of the Order. They inspire us to work in harmony, thus exemplifying one of our grand principles. COR. SEC. 375.

DIVISION 71, Knoxville, Tenn., would like to tell Sister Divisions of the busy time we had in the past year.

Early in the year we organized a sewing club and made house-dresses, aprons and many dainty things for sale. These brought us in quite a sum of money. We also had two rummage sales, and served dinner and supper on one of our main streets and did a fine business at both of these ventures. We have 107 willing workers, which means success. For pleasure we had a joint picnic with the L. A. to the O. R. C. We always enjoy these joint social affairs.

During the year we had the pleasure of having as visitors, Sister Mains, A. G. V. P., Sister Pettingill, Trustee V. R. A., Sister R. J. McKenzie, Grand Organizer, of Jacksonville, Fla. Also Sisters from Div. 140, Sheffield, Ala.

We are always glad when Sister Crittenden steps into the Division room, for she belongs to us, and we are very proud

of her. She travels extensively in the interest of the G. I. A. and cannot be with us often. With our other work we were not too busy to assist our railroad Y. M. C. A. secretary serve meals to his workers during the campaign which was on in our city for the new railroad Y. M. C. A. building.

We are also interested in the Y. W. C. A., the Old Ladies' Home, and the Tuberculosis Sanitarium, so you can see that this Division is a busy one and consequently happy. B. AND L.

DIVISION 201, Jersey City, N. J., on Jan. 31st, gave a pleasant surprise to Sister Ed. Huff, at her home in Summer-ville. The occasion was in remembrance of her sixty-ninth birthday. Sister Huff is a charter member of our Division and has always been an active one. It was a great pleasure to us to show her this honor.

A large number of Sisters turned out to enjoy the surprise on Sister Huff, who was the recipient of many useful presents, one being a cut-glass vase, filled with flowers, the gift of the Sisters of 201.

The table was beautifully decorated; the favors were carried out in the form of the crescent and star.

After partaking of a bountiful luncheon the guests departed, wishing Sister Huff many happy returns of the day.

SEC. 201.

DIVISION 293, Hoisington, Kans., received great benefit from the visit of Sister Turner, Grand Chaplain, when she came in December to inspect us. She was entertained by Sister Baiselle, and our little Division showed their appreciation of Sister Turner's kindly helpfulness by presenting to her a token of their love and esteem. We would like to have her with us often, as her charming personality and lovely manner of instructing is an inspiration to any Division. O. L. V.

DIVISION 21, Atlanta, Ga., spent a pleasant time at the first meeting in January when installation of officers took place. Sister Scribner was the installing officer, and the work was beautifully done. Sister Yarbury is the new President, and we are looking forward to a

happy, prosperous year. Our officers all are ambitious to memorize their work, and every one knows how much more impressive the ritual work is when each officer knows her part and does not have to read it. If all Divisions would make this a rule, it would make more of an impression on our candidates, and those who are already members. COR. SEC.

DIVISION 550, Birmingham, Ala., was inspected in December by Sister J. W. Alsop, of Nashville, Tenn. This Division is a small one and is only one year old, and during the year the attendance was not of the best on account of illness in families, so naturally we were somewhat timid about having to meet an inspector. When Sister Alsop arrived she soon put us at our ease with her gentle composed manner. We are indebted to Sisters Moore, Coombs, Hetzler, Carey and Gober, who came from Chattanooga and assisted us in the ritual work.

Sister Moore was our organizer, and is very near to us. Sister Alsop gave us such a helpful and instructive talk that it was an inspiration and will make us more loyal to the Order. The Division, through Sister Hafer, presented the Inspector with a token of our esteem, which was graciously accepted. A six-o'clock turkey dinner was served at the home of Sister Hafer, to the Inspector and visiting Sisters, and this ended the day that we will always remember as a most pleasant and profitable one to Div. 550.

H. C. H., SEC.

DIVISION 308, Columbia, S. C., at the time of the annual installation of officers, was inspected by Sister Crittenden, of Knoxville, Tenn. Upon hearing the reports of officers and a statement of the charity work done during the year, Sister Crittenden was pleased to compliment the Division for their splendid efforts. Our 65 members all live in Columbia, and are much interested in helping the needy.

In addition to numerous smaller charities we belong to the Associated Charities, and furnish and maintain a bed at the tuberculosis camp. The monthly meetings are looked forward to by the members on account of the entertaining

programs given, consisting of music, readings and lectures. These social times have the tendency to spur us on to greater efforts for the benefit of humanity.

COR. SEC.

DIVISION 325, at Great Falls, Mont., entertained the Ladies' Society of the B. of L. F. and E. on Jan. 18th. This society was recently organized in our city and we wanted to extend this courtesy from an older sister organization. The entertainment was in the form of a card party and luncheon. Every one had a jolly time and our guests were very appreciative of our hospitality.

At the meeting previous to this we held our annual installation of officers, followed by a musical program and Christmas tree. This Division is quite prosperous, considering that we have so many other organizations in the city. We enjoy the social times, and expect to have more of them this year. COR. SEC.

DIVISION 259, Portland, Me., sends greetings to all Sister Divisions. This Division has ever been an active one, especially during the past year, under the direction of Sister Junkins, our beloved President, who is ever kind and thoughtful. We have a sewing circle, which has been named the "Mary L. Cook" circle, and many good times we have at the meetings. We anticipate the pleasure of holding the union meeting in May, at which time the work will be done by different Divisions. We hope to have many visitors at the time of this meeting, but want all Sisters to know that they are always welcome to our meetings at any time. SEC. 259.

DIVISION 490, Alexandria, Va., observed the sixth anniversary of existence on January 17th with a banquet held at the home of Brother and Sister J. W. Spencer. The home had been decorated for the occasion and was in gala attire.

Sister Forbes, chairman of the social committee, ushered the guests into the dining-room at 9:30, where all found seats by the aid of pretty place cards.

Brother Saunders offered prayer, and before being seated, the President, Sister

Spencer, presented the Past President, Sister Goldsworthy, with a bouquet of pink carnations, the gift of the Division. After the banquet, short talks were given by Brothers Saunders, Howard and Campbell, which we all appreciated. Our sixth anniversary was fully enjoyed and we look forward to continued success.

COR. SEC.

DIVISION 136, Howell, Ind., was pleased to entertain as Inspector Sister Alsop, of Nashville, Tenn., who pronounced the work as exceedingly well done, and complimented us on being such a congenial band of Sisters. The day was well spent and the Inspector was remembered with a token of esteem.

It has been our custom, for a number of years, to make the day of installation a gala one, in honor of the new and retiring officers. As a reward of merit, our President, Sister Sursa, presented the faithful members with remembrances; Sister Kate Lemme, the Guide, received a beautiful Madonna picture, a reward for attendance, she having missed only one meeting during the year.

Sister Ida Carr, a charter member, received a dainty salad bowl, and ye humble reporter, Nellie Joyce, was made happy by a gift of a cluster of carnations and narcissuses for efficient service. Later, Sister Carr received a wicker vase filled with flowers for her services as marshal, during installation. The usual tempting lunch of salad, cream and cake was served, and this meeting passed into history as one more of the pleasant times held by Division 136.

COR. SEC.

DIVISION 240, Jonesboro, Ark., enjoyed the day spent with Sister Andrews, Inspector, when she came to us to see what improvement we had made since she last visited us.

Our work met with her approval, and the gift we had prepared for her, which was presented by our President, was received with words of thanks. We certainly think a great deal of Sister Andrews, who gives us inspiration, and hope she will be our next Inspector.

With election and installation of officers overwith, our activities did not cease.

On January 17th, we held a social meeting in our hall, and invited the wives of all B. of L. E. men in the city to meet with us, the purpose being to become better acquainted with one another. Each lady invited was asked to bring a bath towel with her for the R. R. Men's Home.

The result is, a nice box of towels for the Home.

Sister Henderson welcomed our guests and explained the object of the meeting and thanked the guests for their generosity. A short musical program was next in order. This was given by the little daughters of our members, Gladys and Wanetta Craig, Mildred Cox and Mary Mack.

Lunch was served and our guests departed wishing we would soon have another such meeting.

F. E. M.

DIVISION 332, Philadelphia, Pa., held a special meeting in December for the purpose of inspection, Sister Howard, of Newark, Ohio, being the one sent to us at this time.

Our Division is small and we were a little timid, but our fears were soon put to flight by the sweet manner of the Inspector, who encouraged us in every way possible.

Visiting Sisters were present from Divisions 27 and 112.

Our members enjoyed the day and feel that it was well spent. Sister Howard was remembered with a token from the members, and thanked them in her own gracious way, saying it was a pleasure to be with us, and that she had enjoyed every minute spent with us.

We trust that she will come again.

SEC.

DIVISION 535, Gary, Ind., spent a most pleasant evening on Saturday, Jan. 10. The Brothers kindly gave us the use of their hall for our public installation, to which they were all invited. Many responded and added much to the pleasures of the evening. The President, Sister Sivallow, opened the meeting, and the Division gave the opening drill and the penny march, after which Sister Szymanski took charge and the officers were duly installed.

After a few piano selections light refreshments were served and the Brothers declared themselves as being pleased with our entertainment. Sister McGee invited the G. I. A. members and their husbands to her home Feb. 10 to surprise Brother McGee, that date being his birthday. Sister McGee served refreshments and entertained at cards.

The guests presented Brother McGee with a gold B. of L. E. watch charm, with the sincere wish that he may live to celebrate many more birthdays.

SEC. 535.

DIVISION 517, Sharonville, Ohio, celebrated the first anniversary on Jan. 20. Our husbands were invited to be our guests for the evening and turned out almost en masse. A play was given entitled, "A Rag Carpet Bee," which caused lots of amusement, as the Sisters gave it in costume. This was followed by a short musical program and a delicious lunch was served on a large table decorated with the colors of the Order. We had hoped to have Sister Fairhead with us, but she was detained by illness. The evening was so well enjoyed that we decided to entertain the Brothers at our anniversary next year. Div. 517.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., March 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Feb. 28, 1917.

#### CONTINGENT FUND ASSESSMENT No. 11

You are hereby notified of the Annual Contingent Fund Assessment, and for payment of same, you will collect 25 cents from each member carrying one certificate and 50 cents from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Feb. 28, 1917.

#### SERIES A

##### ASSESSMENT No. 261A

St. Mary's, Pa., Dec. 27, 1916, of convulsions, Sister Marie Clarkson, of Div. 531, aged 32 years. Carried one certificate, dated Feb., 1913, payable to W. R. Clarkson, husband.

##### ASSESSMENT No. 262A

Chaudiere Junction, Can., Dec. 31, 1916, of kidney trouble, Sister Emilie F. Cloutier, of Div. 404, aged 40 years. Carried one certificate, dated Dec., 1907, payable to George Cloutier husband.

##### ASSESSMENT No. 263A

New Haven, Conn., Jan. 17, 1917, of cerebral hemorrhage, Sister Solomon Close, of Div. 177, aged 66 years. Carried two certificates, dated Nov., 1899, payable to Mary F. Holly, daughter.

##### ASSESSMENT No. 264A

Wilkes-Barre, Pa., Jan. 19, 1917, of pneumonia, Sister Jenett Mosler, of Div. 109, aged 49 years. Carried one certificate, dated June, 1915, payable to Albert Mosler, husband.

##### ASSESSMENT No. 265A

La Junta, Colo., Jan. 19, 1917, of Bright's disease, Sister Fannie Kiser, of Div. 424, aged 40 years. Carried two certificates, dated May, 1908, payable to Ivan Kiser, husband, and Mrs. Lena Conley, mother.

##### ASSESSMENT No. 266A

Scranton, Pa., Jan. 20, 1917, of pneumonia, Sister Martin Carey, of Div. 82, aged 76 years. Carried two certificates, dated August, 1897, payable to Lizzie, Teresa and Emma Carey, daughters.

##### ASSESSMENT No. 267A

Ludlow, Ky., Jan. 26, 1917, of pneumonia, Sister Julia Boutet, of Div. 313, aged 53 years. Carried one certificate, dated Feb., 1908, payable to William Boutet, husband.

##### ASSESSMENT No. 268A

Philadelphia, Pa., Jan. 28, 1917, of nephritis, Sister Clara Kantz, of Div. 112, aged 65 years. Carried two certificates, dated Aug., 1892, and Feb., 1900, payable to Samuel Kantz, husband.

##### ASSESSMENT No. 269A

Columbus, Ohio, Jan. 30, 1917, of nephritis, Sister Laura Southworth, of Div. 52, aged 43 years. Carried two certificates, dated July, 1912, payable to G. I. Southworth, husband.

##### ASSESSMENT No. 270A

Philadelphia, Pa., Jan. 31, 1917, of la grippe, Sister Sarah M. Dalton, of Div. 263, aged 57 years. Carried one certificate, dated June, 1901, payable to Wm. F. Dalton, husband.

##### ASSESSMENT No. 271A

Toledo, Ohio, Jan. 31, 1917, of apoplexy, Sister Josephine Blinn, of Div. 57, aged 57 years. Carried one certificate, dated April, 1906, payable to John Blinn and Mrs. Lucy Doan, husband and daughter.

Members will pay their Insurance Secretaries on or before March 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 220A and 221A—11,870 in the first class, and 6,180 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1637 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### STEAM HEATING OF TRAINS

**Q.** Will you please explain through the JOURNAL what are the defects in the steam heat apparatus found on an engine that will prevent the proper heating of a train? We occasionally have complaint made by the conductor that the train is cold, and the way he talks it would lead you to believe that either the engineer or engine were at fault.

Now I am going to ask you if you will outline the part to be taken by the engine crew in the heating of a train?

#### STEAM HEAT.

**A.** The only part the engine crew takes in the heating of a train is in furnishing the steam pressure asked for by the conductor; and where this is done, and the train is not heated properly, why, the proposition is up to the trainman. However, the engineman should know that the gauge indicating the pressure carried in the steam heat line is registering properly, and that the reducing valve is adjusted to the desired pressure. Here is a mistake that is frequently made: While the train is standing at the terminal the conductor will come to the engine and request that some given pressure be furnished to heat the train, and the fireman will adjust the reducing valve for the pressure asked (this with the train standing). And later, when the train is in motion, due to the more rapid condensation in the train pipe under the cars, and radiating pipes in the cars, it will be found that the pressure has dropped back considerably, thus calling for a readjustment of the reducing valve, and where this is not done complaint generally follows.

It is often remarked by enginemen that one conductor will ask for a much higher pressure than some other conductor in heating the same length of train, and they wonder if the higher pressure is

necessary. This may be, and no doubt is, due to the different methods followed by the different train crews in ventilating the cars in their train.

It is no uncommon thing to find a train going over the road with little or no ventilation; therefore, but little heat is required to keep the cars warm. Whereas, with proper ventilation, which means more cold air entering the cars, more steam will be required to heat the train. As far as is known to the writer, rules of the railroad company hold the train conductor responsible for the proper heating and ventilating of all cars in his train, therefore the judgment of the conductor should not be questioned by the engineman in regard to the amount of pressure, and to avoid complaint, furnish the pressure asked for, and no more.

#### DEAD ENGINE DEVICE

**Q.** We have been getting a lot of new engines equipped with the L-T equipment, and I would like to ask a question about the dead engine device. How does this device operate and when should it be used?

J. L.

**A.** With this type of brake the air used in the brake cylinders of the locomotive is taken from the main reservoir direct; therefore, to apply the engine brake it is necessary to have air in the main reservoir. Now if for any reason the pump on your engine became inoperative, it would be necessary to secure the service of another engine to assist in pulling the train and furnish the air required to operate the brakes. And to operate the brakes on the engine having the disabled pump the main reservoir of this engine will have to be charged from the brake pipe that is being supplied with air from the leading engine, and to do this the cut-out cock in the dead engine feature must be opened.

When it is understood that the dead engine device is nothing more or less than a pipe connection between the brake pipe and main reservoir pipe, it will be seen that the opening of the cut-out cock in the dead engine device will create a communication between the brake pipe and main reservoir. This cut-out cock must be kept closed at all times, except when



it is desired to operate the brakes on a locomotive that cannot furnish its own air.

#### UNDESIRE QUICK ACTION

**Q.** Will you please say if a defective distributing valve will cause the train brakes to apply in emergency when a service reduction is being made?

**A. G. M.**

**A.** Your question is not complete, as you do not state as to whether the distributing valve is equipped with the quick action or plain cylinder cap. Where a plain cap is used, any defect in the distributing valve will not cause undesired quick action of the train brakes, as with this type of cap the distributing valve corresponds to the plain triple valve used with the old standard brake equipment.

But where the distributing valve is equipped with the quick-action cylinder cap, and the equalizing portion is allowed to become dirty, so as to cause high friction in these parts, the equalizing piston and its slide valve may move to emergency position when a service reduction is made. The equalizing piston in moving to emergency position strikes the graduating stem, causing it to compress the graduating spring and move the emergency valve to open position. Brake-pipe air will now be free to flow to the brake cylinders past the check valve in the quick-action cap, thus causing a sudden reduction of brake-pipe pressure, which will be felt at the first operating triple valve, causing it to move to emergency position and this valve, venting brake-pipe air, will cause a sudden reduction to be felt at the next triple, and so on throughout the train. When handling a train and undesired quick action is had, and the trouble is thought to be due to a defective distributing valve, it may sometimes be overcome by first applying the independent brakes in full and then follow with the automatic application, as where this is done there is less brake-pipe air vented to the brake cylinders, due to these cylinders already being charged to 45 pounds. The amount of air going to the brake cylinders from the brake pipe will not, as a rule, be sufficient to cause a sudden reduction of pressure at the first operating triple valve,

#### ENGINE BRAKE RELEASES

**Q.** What will cause the engine brake to release following an independent application, after the handle is returned to lap position?

**A. L. G.**

**A.** For the brake to release, the air must first leave the application chamber and cylinder; therefore any leakage from these chambers or their connections will cause a release of the engine brake.

Where the automatic brake valve is in running position, the equalizing piston and its slide valve in the distributing valve will be in release position; and now both the application cylinder pipe and release pipe are connected to the application cylinder and chamber, and any leakage in these pipes, or their connections, will allow the air in these chambers to escape, thus releasing the brake. The safety valve is also connected to these chambers at this time, and if there be any leakage past this valve the brake will release.

Leakage past the cylinder cap gasket will also cause the brake to release. To determine if the leakage be in the safety valve, or release pipe, place the independent brake valve in running position and then make an application with the automatic brake valve, returning the handle to lap position. If the brake releases, the leak will be found in the application cylinder pipe, its connections, or the application cylinder cap gasket. But if the brake remains applied, the leak will be found in the release pipe, its connections, or the safety valve. When testing for leaks in these different parts, place the automatic brake valve in running position and the independent brake valve in application position and leave it there while conducting the test; this will maintain a pressure in the different parts and enable you to locate the leak.

#### BLOW AT THE DISTRIBUTING VALVE EXHAUST PORT.

**Q.** Will you please let me know what defect will cause a blow at the distributing valve exhaust port when the brake is released?

**J. J. M.**

**A.** This may be caused by leakage past the application valve, or, where the distributing valve is equipped with a quick-action cap leakage past the emergency

valve will cause a blow at the exhaust port.

To determine which valve is at fault close the cut-out cock in the main reservoir supply pipe, and if the blow stops, the application valve is at fault, as by closing this cut-out cock the supply of air to the application valve chamber is cut off. If the blow continues, the emergency valve is at fault.

#### OPERATION OF THE DISTRIBUTING VALVE

Q. Will you please explain the operation of the distributing valve in both a service and emergency application?

D. C. R.

A. Before offering a word on the operation of the distributing valve it may not be amiss to state that the distributing valve is practically divided into four parts, namely: Equalizing part, application part, pressure chamber, and application chamber. The equalizing part and pressure chamber may be likened unto the triple valve and auxiliary reservoir; the application chamber to the brake cylinder. Therefore, in getting an understanding as to the duty of these parts, it will only be necessary to apply our knowledge of the older type of brake.

This leaves the application part as the only new part to be thought of, and we may state here that its duty is to measure main reservoir air to the locomotive brake cylinders when applying the brake, and exhaust the air from the brake cylinders when releasing the brake.

When air is first turned into the brake pipe it is free to enter the distributing valve at the lower connection at the right, which is the brake-pipe connection, and flow to the chamber in front of the equalizing piston, forcing this piston and its valves to release position. In this position the feed groove is open, and air from the brake-pipe will now be free to feed past the piston to the equalizing slide valve chamber, and from there to the pressure chamber, charging this chamber in the same manner as a triple valve charges the auxiliary reservoir.

When a gradual reduction of brake-pipe pressure is made, as in a service application, it is felt in the chamber in front of the equalizing piston, causing a difference

in pressure on the two sides of this piston, which results in the piston moving toward service position.

The first movement of the piston closes the feed groove, and at the same time moves the graduating valve, opening the service port. As the piston continues its movement, the shoulder on the end of its stem engages the equalizing slide valve, which is then also moved until the knob on the piston strikes the graduating stem; the service port in the slide valve now registers with the application cylinder port in the valve seat; thus creating a communication between the equalizing slide valve chamber and application cylinder and chamber.

As the equalizing slide valve chamber is always open to the pressure chamber, air can now flow from the latter to the application cylinder and chamber. Pressure chamber air will continue to flow to the application cylinder and chamber until the pressure on the pressure chamber side of the equalizing piston becomes slightly less than that in the brake-pipe, when the piston and graduating valve will move back just far enough to close the service port, thereby cutting off the flow of pressure chamber air to the application cylinder and chamber.

The equalizing parts of the distributing valve are now said to be in service lap position. The amount of pressure resulting in the application cylinder and chamber depends on the amount of brake-pipe reduction; and as the comparative volumes of the pressure chamber and application cylinder and chamber are as two and one-half is to one, it will be understood that a 10-pound brake-pipe reduction will result in a 25-pound pressure in the application cylinder and chamber.

This pressure acting on the application piston will cause it to move to application position; the piston in moving carries with it the exhaust valve and application valve, the exhaust valve closing the exhaust port; the application valve opening the application port, permitting main reservoir air, which is always present in the application valve chamber, to flow to the locomotive brake cylinders. As soon as the brake-cylinder pressure

has increased to slightly above that in the application cylinder on the opposite side of the application piston, the difference in pressure will return the application piston and valve to lap position, preventing a further flow of air to the brake cylinders.

From this it will be seen that the same pressure will be obtained in the brake cylinders as is had in the application cylinder, regardless of piston travel or leakage, as the main reservoir supply is practically unlimited. The distributing valve is now said to be in service lap position. Any change in pressure on either side of the piston will cause it to move toward the lower pressure. For example: Suppose there is sufficient leakage in the brake cylinders and their connections to cause a drop in pressure to take place, as when the application valve is lapped. This lowers the pressure on the brake-cylinder side of the application piston below that on the application cylinder side, which, being the higher, will again move the application piston and its valve to application position and reopen the application port, permitting a further flow of air from the main reservoir to the brake cylinders to replace that lost by leakage and restore the original pressure. These parts will continue to operate in the manner just described so long as the application cylinder pressure remains unchanged, thus holding the locomotive brake applied, regardless of leakage.

When the pressure in the application cylinder is reduced below that in the brake cylinder, the higher brake-cylinder pressure will move the application piston and its valves back to release position, opening the exhaust port and permitting air to escape from the brake cylinders until their pressure has become reduced slightly below that remaining in the application cylinder, which then moves the application piston and its valves back to lap position; or where all air is exhausted from the application cylinder, the application piston and its valves will remain in release position, fully releasing the brake. When the automatic brake-valve handle is moved to either release, running or holding position, the equalizing piston and its valves are moved back to release

position, connecting the application cylinder and chamber through the exhaust cavity in the equalizing slide valve with the release pipe.

The release pipe is the lower pipe on the left side of the distributing valve and leads to and through the independent brake valve to the automatic brake valve, and through the automatic brake valve to the atmosphere when the handle is in running position, thus allowing the air in the application cylinder and chamber to escape to the atmosphere, causing a release of the brake. Where the automatic brake-valve handle is moved to either release or holding position the locomotive brake will be held applied, as now the release pipe is closed by the rotary valve of the automatic brake valve, thus holding the air in the application cylinder and chamber. The safety valve, which is connected to the application cylinder in all positions of the distributing valve, except service-lap, controls the maximum pressure in this cylinder, consequently controls the brake-cylinder pressure.

When a sudden and heavy brake-pipe reduction is made, as in an emergency application, the air pressure in the pressure chamber forces the equalizing piston and its slide valves to their extreme travel, the knob on the piston striking the graduating stem, causing it to compress the equalizing graduating spring and move the emergency valve to application position. Brake-pipe air will now be free to flow to the brake cylinders past the check valve in the quick-action cap.

When the brake cylinder and brake-pipe pressures equalize, the check valve will seat, thus preventing air in the brake cylinders flowing back into the brake pipe. In the meantime, this movement caused the equalizing slide valve to uncover a port in its seat leading to the application cylinder, making a direct opening from the pressure chamber to the application cylinder only, as now the application chamber is cut off. The application cylinder volume being small, the pressure equalizes quickly, resulting in a prompt application of the brake.

Where a 70-pound brake-pipe pressure is used the pressure chamber and application cylinder will equalize at about 65

pounds instead of 50 pounds, as in a full service application when the application chamber is cut in; where 110 pounds brake-pipe pressure is used the pressure chamber and application cylinder will equalize at about 93 pounds. In emergency position of the automatic brake valve, a small port in the rotary valve—called the blow-down timing port—allows main reservoir air to feed into the application cylinder pipe, and thus to the application cylinder, and would create a pressure in the application cylinder equal to that in the main reservoir were it not that at this time the safety valve is connected to application cylinder.

The release of the brake after an emergency application is brought about in the same manner as that following a service application, with the exception that when the brake-valve handle is moved to release or holding position the brake-cylinder pressure will drop to about 15 pounds. The reason for this is that when the brake pipe is recharged, the equalizing piston and its valves are moved to release position, connecting the application cylinder to the application chamber, allowing the air in the application cylinder to expand into the application chamber until these pressures are equal, which results in the release of the brake-cylinder pressure until it is slightly less than that in the application cylinder and chamber, which is about 15 pounds.

#### HIGH BRAKE-CYLINDER PRESSURE NOT CONTROLLED BY SAFETY VALVE

**Q.** Will you please explain the following question on the E-T equipment? I am running an engine in yard service and here the other day while switching I made an application of the brake with the independent brake valve and got main reservoir pressure in the brake cylinders. This, of course, was due to the reducing valve sticking open; but why did not the safety valve prevent this high pressure? I had the safety valve tested and found that it was adjusted at 65 pounds, yet I got 90 pounds in the brake cylinders.

G. R. T.

**A.** Where the safety valve is in proper working condition, that is, its vent ports open and free from dirt, it should control

the brake-cylinder pressure close to that of its adjustment. However, the safety valve may not have been at fault in your case, and more than likely the trouble could have been found in the feed valve. To make this clear, let us say that the safety valve is cut off from the application cylinder when the equalizing piston and slide valve are in service lap position; therefore, if the independent brake be applied at this time, the pressure developed in the application cylinder will not be controlled by the safety valve. Where the feed valve is sluggish, the brake-pipe pressure will vary, and it is this varying of pressure that causes the equalizing piston and slide valve to move from release position. This same condition may obtain where the brake is applied with the automatic brake valve and released with the independent brake valve and then reapplied with the independent brake valve; if the reducing valve is stuck in open position, main reservoir pressure will be had in the brake cylinders, as now the equalizing piston and its valves are in service lap position.

#### P-C BRAKE SLOW IN RELEASING

**Q.** I would like to ask a question on the P-C brake as found on Pullman cars. First let me say that our engines are equipped with the G-6 type of brake and our cars with the Westinghouse high speed brake, that is, quick-action triple valves and high speed reducing valves, and we carry 110-pound brake-pipe pressure. Train generally consists of seven of our cars and three sleeping cars on the rear.

Here the other day a fellow in a "Tin Lizzie" tried and did get over a crossing ahead of me, but I had to make an emergency application to save him. After I saw that he was clear of the track I undertook to make a release of the brakes before the train stopped and got a draw bar on the third car from the engine. Now the two rear cars were equipped with the P-C brake, and what I would like to know is, were these cars in any way responsible for the break-in-two?

A. C. W.

**A.** The true cause for the train parting was due to your being unable to secure a

uniform release of all brakes, as if this were had the train would not have parted; therefore, in looking for an answer to your question we must try to learn why a uniform release was not obtained. Where 110-pound brake-pipe pressure is used, and an emergency application is made, the auxiliary reservoir and brake-cylinder pressure will equalize at about 82 pounds, this on the cars equipped with triple valves; whereas, in an emergency application with the P-C equipment, the pressure chamber, service and emergency reservoirs and brake cylinders equalize at 86 pounds. On the cars having triple valves, we have the high speed reducing valves, adjusted at 60 pounds, which start to blow down or reduce the pressure in both the auxiliary reservoir and brake cylinders just as soon as the pressure in the brake cylinder reaches 60 pounds.

This, then, means that to release the brakes on the triple valve cars the brake-pipe pressure had to be raised to some pressure above 60 pounds and less than 82 pounds. Now with the P-C equipment there is no reducing valve used, that is, the 86 pounds is retained until the brake is released; which means that the brake-pipe pressure will have to be raised somewhat above 86 pounds to release the brake on cars having P-C equipment. This all means that when you undertook to release, the triple valves, especially those at the head end of the train, were the first to move to release position, and in so doing, opened their feed grooves and began to rob the brake pipe of its pressure, thus delaying the rise of brake-pipe pressure, giving the triple valve cars a greater chance to release in advance of the P-C cars.

This naturally resulted in the running out of the slack which was, no doubt, responsible for pulling the drawbar.

Speaking generally, it may be considered poor judgment to undertake a release of the brakes before the stop is completed, following an emergency application.

#### EFFECT OF BROKEN FINAL DISCHARGE VALVE

**Q.** In reading an article in the JOURNAL some time ago, I noticed the statement that a Westinghouse cross-compound

pump, having a broken final discharge valve, will cause the pump to stop when the main reservoir pressure reaches 40 pounds. Now here the other day I had a pump with a final discharge valve broken, and it did not stop the pump at 40 pounds, but kept the pressure up on the engine and three cars to between 70 and 80 pounds. However, the pump worked quite slowly, and the low-pressure air cylinder ran hot. Thinking that this might be of interest to the Brothers is my object in writing.

ENGINEER.

**A.** Where the packing rings in the low pressure air cylinder form a reasonably tight fit the pump will stop when the main reservoir pressure reaches forty pounds. But, where there is leakage past these rings, the pump will continue to work, making a very slow stroke toward the end of the cylinder containing the broken valve.

Air will be compounded by one end of the pump only; and as you say, the low pressure air cylinder will run hot, due to friction caused by air leaking past the rings. The amount of air compressed by a pump in this condition would be of little value in caring for a modern train.

Therefore, while the pump may make an occasional stroke, from a practical standpoint it may be said to be inoperative.

#### WHISTLE SIGNAL FAILS

**Q.** Will you please answer the following question on the air signal: My engine is equipped with the E-T type of brake, and here of late we have had considerable trouble with the air whistle failing to blow; sometimes when the cord is pulled at the head end of the train, but more often when pulled from the rear car, as when calling for a release of the brakes. Our air-brake man in the roundhouse thought the trouble was due to too loose a fit of the whistle valve stem in its bushing, and changed the whistle valve, but the trouble still exists.

We handle anywhere from eight to twelve cars in our trains. If you can give any information that will help us out in this it will be greatly appreciated.

B. R. T.

**A.** Desiring to transmit a signal from any car in the train to the locomotive, the

car discharge valve should be opened wide for about one second, causing a quick sharp exhaust of air from the signal pipe. This produces a reduction in pressure in the signal line which travels in the form of a wave to the locomotive, and as soon as this wave reaches the signal valve it creates a momentary reduction in pressure in the chamber above the rubber diaphragm.

Pressure in the chamber below the diaphragm now being the greater will cause it to be forced upward, and the signal valve, which is attached to the diaphragm, will be unseated; then air from the signal pipe and the chamber under the diaphragm will flow to the whistle and cause it to sound a blast. Just as soon as the reduction is felt at the locomotive, the air signal reducing valve will open to restore the pressure. The pressure rising in the signal line will be felt in the chamber above the diaphragm, forcing it downward, seating the signal valve, cutting off the flow of air to the signal whistle. Where the proper space of time—about three seconds—is given between each opening of the car discharge valve, any number of whistle blasts may be blown in succession. The above is what may be expected of the air signal system when all parts are free from leakage and in proper working condition.

There are several reasons why the whistle may sound a blast, namely: whistle not properly adjusted, pipe leading to whistle stopped up, too loose a fit of the signal valve stem in its bushing, enlarged choke fitting between reducing valve and signal line, signal line charged too slowly or signal line pressure reduced too slowly.

The whistle sounding a blast at any time would indicate that it was properly adjusted and that the pipe leading to the whistle was open. And, as you state, the whistle signal valve was changed, and assuming that the new valve was in proper condition, the trouble must therefore be due to the signal line charging either too quickly or not fast enough, or the reduction of its pressure made too slowly.

The object of the choke fitting between the reducing valve and signal line is to regulate the flow of air to the signal line

so as to permit of a reduction being made at the car discharge valve being felt at the whistle signal valve. And where this choke is too large, air will feed to the signal line as fast as it is being released at the car discharge valve; therefore no reduction will be made at the whistle valve to cause it to operate.

Again, the choke may be of the proper size and the signal line charged too quickly, due to the reducing valve being adjusted at too high a pressure; which means that the driving head, on the reducing valve side of the choke, will be greater than 42 pounds. Where the line charges too quickly the whistle may give a short, sharp blast when the cord is pulled at the head end of the train, but will not respond where the reduction is made farther back in the train.

Where the signal line is charged too slowly sufficient pressure may not be held up in the signal line to give the desired number of blasts. This, of course, could be very easily noted by the person operating the car discharge valve.

The signal line failing to charge at the proper rate may be due to improper action of the reducing valve, or to the strainer, check valve or choke fitting. Where the supply valve piston, in the reducing valve, forms too loose a fit in its bushing, and, at the same time there is leakage past the regulating valve, the signal line will be charged slowly by this leakage, the supply valve remaining in closed position. However, it is in the strainer and check valve or choke fitting that the trouble is most apt to be found where the signal line charges slowly. Inspection of these parts generally discloses the perforated plates, at each end of the curled hair chamber, as being partially or wholly stopped up with a black gummy substance; and where this is found, the same may be said of the choke fitting. It may also be found that the check valve has become so embedded in its seat as to almost close the opening past the valve. Where the reduction of signal line pressure is too slow or the fit of the diaphragm stem too loose, air from the chamber under the diaphragm will feed back into the signal line when the cord is pulled, thereby keeping the pressures bal-

anced on both sides of the diaphragm, preventing its upward movement to unseat the whistle valve.

#### METHOD OF FINDING AMOUNT OF FREE AIR LEAKAGE IN A TRAIN

**Q.** Will you please answer the following question as to the amount of work done by an air pump in maintaining the pressure on a train. To make more clear just what I mean, suppose we have a train of fifty cars with a leakage of, say, five pounds per minute, how would you go at it to figure out the amount of air lost by this leakage?

L. A. B.

**A.** To find the number of cubic feet of free air escaping through leakage in a given time, assuming all triple valves in release position, we must first know the volume of the auxiliary reservoirs and brake pipe. Then, add the volume found in the auxiliary reservoirs and brake pipe and multiply by the number of cars in the train; this gives the total cubic inch volume in train. Multiply this volume by the number of pounds leakage per minute; this gives the cubic inch pounds leakage per minute. Now divide the cubic inch pounds leakage per minute by the number of cubic inches in one cubic foot, multiplied by atmospheric pressure. This will give the amount of free air in cubic feet escaping through leakage.

Let us try and make this more clear by an example: Assume a train of 50 cars with 10-inch equipment and 5 pounds leakage per minute. Applying the rule we first add the volume of the brake pipe and auxiliary reservoir  $640 + 2800 = 3440$  cubic inches, the volume of one car, and this multiplied by 50 gives us the cubic inch volume of the train, 172,000. We next multiply the cubic inch volume by the rate of leakage,  $172000 \times 5 = 860000$ . Now this divided by the number of cubic inches in one cubic foot multiplied by atmospheric pressure gives us  $860000 \div 1728 \times 14.7 = 34$  cubic feet free air leakage per minute. With a train of this length and rate of leakage, the pressure should be maintained with a  $9\frac{1}{2}$ -inch pump.

#### EFFICIENCY

**Q.** Nowadays one hears a great deal about efficiency; it's the efficiency of the air pump, efficiency of the brakes,

efficiency of the engine, efficiency of the engineer, and I would like to ask just what is meant by this term?

YOUNG RUNNER.

**A.** If we were to seek the dictionary for an answer to your question we would learn that the word means the power to produce effects. Applying this in a mechanical sense, efficiency is equal to useful work accomplished divided by total work expended. When we speak of the efficiency of an air pump we refer to the amount of work accomplished by the amount of power used; that is, the amount of air compressed for the amount of steam used. When we speak of the efficiency of the brakes we refer to the power developed in the brake cylinder multiplied by the brake levers, the brake-shoe pressure, as compared to the actual retarding force offered by the brakes to the movement of the train. In thinking of the efficiency of a locomotive, it may first be stated that its power is no greater than the adhesion, the holding power between the driving wheels and the rail. And where the power exerted by the cylinders is sufficient to utilize all the adhesion given by the weight of the locomotive on the driving wheels, the efficiency is said to be 100 per cent.

The efficiency of an engineer is judged by his ability to operate the engine in a manner to develop the highest possible power with the least possible expense, and at the same time keep in mind "Safety First."

#### TOTAL LEVERAGE

**Q.** Will you please explain what is meant by the term total leverage?

YOUNG RUNNER.

**A.** Total leverage is a leverage required to raise the value of power of the brake-cylinder pressure to the pressure exerted on the brake shoes against the wheels, and includes the proportion of both cylinder and truck levers.

#### BRAKE-SHOE CLEARANCE

**Q.** What is meant by the term brake-shoe clearance?

YOUNG RUNNER.

**A.** Brake-shoe clearance is the distance between the brake shoe and the wheel when the brake is released. Shoe clearance may be found by dividing the piston

travel by the total leverage; thus, if the piston travel is six inches and the total leverage 8 to 1, the shoe clearance will be  $\frac{1}{2}$  of an inch.

#### BRAKE-PIPE CONNECTION TO DISTRIBUTING VALVE

**Q.** The engines on our road are equipped with the E-T equipment, and of late we have had considerable trouble with the brake-pipe connection to the distributing valve breaking, and I would like to ask what should be done in a case of this kind, also what braking power would be left where this pipe breaks? **G. T. B.**

**A.** If the brake-pipe connection to the distributing valve breaks, plug the end leading from the main brake pipe; this will permit the charging of the train brakes; the locomotive brake must now be released by moving the independent brake-valve handle to release position.

The locomotive brake will not apply in an automatic service application, as now there is no connection between the brake pipe and the distributing valve. However, if the automatic brake-valve handle be placed in emergency position, the blow-down timing port in the automatic rotary valve will be open to the application cylinder pipe and cylinder, thus causing an application of the brake. The independent brake may be applied in the usual manner, but it may be found necessary to move its handle to the release position when desiring to release locomotive brake.

With the engine brake in this condition, it must be remembered when braking a train that the locomotive brake-cylinder pressure should be built up by use of the independent brake at about the same rate as the automatic brake is being built up on the train.

#### ENGINE BRAKE RELEASES

**Q.** Here is a question I would like to have answered by the air-brake department. My engine has the E-T equipment, and when I make an application with the automatic brake valve and return the handle to lap position, the brake will stay set; but when I make an application with the independent brake valve and return the handle to lap the brake will release. Now I have made a very careful inspec-

tion of all the pipes leading to the distributing valve for leakage, even going so far as to apply the brake in emergency, when making the test, but can find no leakage anywhere.

**L. R. R.**

**A.** In answering your question let us first say that to cause the brake to apply it is necessary to put air into the application chamber and cylinder, to operate the application parts of the distributing valve; and to release the brake, the air must be exhausted from these chambers. Now it matters not whether this air be exhausted through the proper exhaust ports or escapes through leakage from the application cylinder or its connections. When the equalizing piston and its slide valve, in the distributing valve, are in release position, there are two pipes, the application cylinder pipe, which is the middle pipe on the left side of the distributing valve, and the release pipe, which is the lower pipe at the left, connected to these chambers; therefore, leakage from either or both of these pipes will cause the brake to release when the independent brake-valve handle is returned to lap position following an application of this brake. When an automatic application of the brake is made, the equalizing piston and its slide valve moving from release position cuts off the connection between the application cylinder and the release pipe. Consequently, if there be leakage in this pipe it will not cause a release of the brake when the automatic brake-valve handle is returned to lap position, but will cause a loss of the holding feature, that is, the brake will release when the handle is moved to either release or holding position. The fact that the brake will remain applied with the brake-valve handle in lap position following an automatic application, and release in full release position, will be a proof to you that the leakage will be found in the release pipe.

In testing for leakage in either the application cylinder pipe or release pipe, place the independent brake-valve handle in application position and leave it there while trying to locate the leak.

If the leakage is not found, then place the independent brake valve in running position and make an application with the



automatic brake valve and look for the leak in the short piece of pipe, which is a continuation of the release pipe, between the two brake valves.

Leakage past the safety valve will also cause the brake to release following an independent application, and will affect the pressure obtained in the brake cylinders following an automatic application. To test the safety valve place the automatic brake valve in running position and the independent brake-valve handle in application position; any leakage may be noted by holding the hand over the vent ports of the safety valve. Where the leakage past the safety valve is equal to or greater than the rate at which air enters the application cylinder and chamber, the locomotive brake will not apply.

This will account for the trouble where the engine brake will apply with the engine alone, or even with a short train, and fail to apply when coupled to a long train, as it must be remembered that the pressure chamber pressure cannot be reduced by its air flowing to the application cylinder and chamber any faster than the brake-pipe pressure is being reduced at the brake valve. And as the brake-pipe pressure is reduced quite slowly in a long train, it will be understood that the rate of flow of air to the application cylinder and chamber will be slow.

#### PORT CONNECTIONS IN THE H-6 AUTOMATIC BRAKE VALVE

**Q.** For our information, and to settle an argument, will you please say what ports are connected in the H-6 automatic brake valve when the handle is moved to the different positions? **R. G.**

**A.** In the automatic rotary valve there are three ports that extend directly through the valve, and when the brake-valve handle is in release position main reservoir air is free to pass through these ports to ports in the valve seat. The larger of these ports, the direct supply port, stands over the brake-pipe port in the valve seat, thus permitting main reservoir air to flow direct to the brake pipe.

The second larger port stands over a port in the valve seat that leads to chamber D thus charging this chamber and the

equalizing reservoir with main reservoir air. The smaller port is connected by a cavity to a port in the valve seat that leads to the connection to the chamber under the diaphragm of the excess pressure head of the pump governor.

The feed valve port in the rotary valve seat is connected to the warning port through a cavity in the face of the rotary valve. This leaves the preliminary exhaust port, the application cylinder port, distributing valve exhaust port and the second brake-pipe port, all in the rotary valve seat, closed. In running position the large direct port in the rotary valve is closed, as is the direct port to chamber D and the warning port. In this position a large cavity in the face of the rotary valve connects the feed valve pipe port with the brake-pipe port, thus changing the brake pipe through the feed valve. The second brake-pipe port, above mentioned, is now connected through a cavity in the rotary valve to the port leading to chamber D. The small port through the rotary is still connected to the port leading to the excess pressure head of the pump governor. The distributing valve exhaust port in the rotary valve seat is now connected, through a port and passage in the rotary valve, to the direct exhaust port. The warning port, preliminary exhaust port and application cylinder port are now closed.

In holding position the port connections are the same as in running position, with the exception that the distributing valve exhaust port is closed. In lap position, the only two ports connected are one of the direct exhaust ports through the rotary valve and the feed valve port; these two ports being connected in no way affect the operation of the brake, simply giving us main reservoir pressure in the feed valve pipe while the valve is in this position; these two ports are also connected in service and emergency position of the brake valve.

In service position the preliminary exhaust port is connected to the direct exhaust port through a port and passage in the rotary valve, thus allowing chamber D and the equalizing reservoir air to escape to the atmosphere; all other ports are blank except the port leading to the

feed valve port. In emergency position the brake-pipe port is connected to the direct exhaust port through a large cavity in the rotary valve, thereby enabling the engineer to make a sudden reduction of brake-pipe pressure which is necessary to cause the brakes to operate in quick action. The feed valve port, which is now charged to main reservoir pressure, is connected through the rotary valve to the application cylinder pipe port, thus allowing main reservoir air to flow to the application cylinder.

Chamber D is now connected to direct exhaust port through a small port in the rotary valve.

#### ADJUSTING THE PUMP GOVERNOR

**Q.** Our engines are equipped with the E-T type of brake, and I would like to ask how one would proceed to adjust the pump governor? **D. C. M.**

**A.** When adjusting the pump governor the maximum or high pressure top should be adjusted first, and to do this, the automatic brake valve should be placed in lap position, when the regulating nut in the governor may be turned up or down, as may be required, to cause the governor to stop the pump at the maximum pressure carried.

Having adjusted the maximum pressure top, move the handle of the brake valve to running position and adjust the excess or low pressure top in the same manner.

#### GOVERNOR FAILS TO STOP THE PUMP

**Q** What defect of the governor will permit the main reservoir pressure to go up close to boiler pressure? **D. C. M.**

**A.** Failure of the governor to shut off steam to the pump when the desired main reservoir pressure is had may be due to the following: Improper adjustment; defective diaphragm, failing to unseat the pin valve; pin valve port stopped up; waste pipe stopped up. Improper adjustment may be remedied by turning the adjusting nut up or down, as may be required. A diaphragm that will buckle either up or down should be replaced by one in proper condition. Where the pin valve port becomes stopped up the regulating portion of the governor should be removed and port cleaned. The drip pipe becoming stopped up will entrap any air

or steam that may leak by the governor piston, or its stem; thus causing a pressure to form under the piston and prevent its downward movement when the desired main reservoir pressure is obtained.

#### PUMP STOPS WHEN MAIN RESERVOIR PRESSURE REACHES FORTY-FIVE POUNDS

**Q.** With the excess pressure head adjusted at 90 pounds and the maximum pressure head at 130 pounds, what defect of the governor will cause it to stop the pump when the main reservoir pressure reaches about 45 pounds? **D. C. M.**

**A.** With the S-F type of governor, the governor generally used with the E-T equipment, the load or pressure above the diaphragm of the excess pressure head is obtained by air and spring pressure.

The regulating spring is generally adjusted at 20 pounds, and this, plus the air pressure coming from the feed valve pipe—70 pounds—creates the total pressure above this diaphragm. Now, if the pipe connection between the feed valve pipe and this top of the governor becomes stopped up, the only remaining pressure above the diaphragm would be that of the regulating spring, and the governor should stop the pump when the main reservoir pressure reaches 20 pounds.

But the pump will not stop until the pressure reaches about 45 pounds, as a pressure this great is required to force the governor piston down against the tension of its spring and the steam pressure under the steam valve. Where the pipe leading to the top of the excess pressure head breaks or becomes stopped up, put a blind gasket in the pipe leading to the chamber under the diaphragm of the excess pressure head, and readjust the maximum pressure head to the pressure desired.

#### EFFECT OF BROKEN APPLICATION CYLINDER OR RELEASE PIPE

**Q.** I have recently been assigned to an engine having the E-T equipment, and have been told that if either of the copper pipes connected to left side of the distributing valve leaks or breaks, the engine brake will not apply. Now, if this is true, will you please tell me what if anything may be done, while on the road, to put the brake in condition? **G. R. M.**

**A.** The two pipes referred to are known as the application cylinder pipe, which is the middle pipe, and the distributing valve release pipe, which is the lower pipe on the left. If the application cylinder pipe breaks, both automatic and independent brakes are lost on the locomotive; but by plugging the end of the broken pipe toward the distributing valve, the automatic brake may be applied and released the same as before the pipe broke. As it is through this pipe that the independent application and release of the engine brake is made it will be understood that this feature of the brake is lost. Now, as the independent release feature is lost, that is, if the driving wheels slide, the engine brake cannot be released independent of the train brake, it may be considered good judgment to readjust the safety valve on the distributing valve, which is set at 68 pounds, to some lesser pressure, say 40 pounds, this to protect the driving wheels.

If the distributing valve release pipe breaks, the automatic brake will apply in the usual manner, and will remain applied with the automatic valve in lap position; but will release when the handle is moved to either release or holding position; in other words, the holding feature will be lost. The independent brake may be applied by holding the handle of the independent brake valve in quick application position, but will release when the handle is returned to either lap or slow application position. If the end of the broken pipe toward the distributing valve be plugged, the brake can be applied with either brake valve, and will remain applied in lap position of either valve, but can only be released by placing the independent brake valve in release position; meaning that the locomotive brake cannot be released through the automatic brake valve. While plugging the release pipe will restore the independent brake, also the holding feature of the automatic brake, yet it may not be found advisable to do this, as where the pipe is plugged any light leakage in the distributing valve or any light variation of brake-pipe pressure will cause the locomotive brake to "creep on," which generally results in loosening of driving wheel tires.

#### EFFECT OF A BROKEN EQUALIZING RESERVOIR PIPE

**Q.** I have a question that I would like to have answered through the JOURNAL: With the brakes fully charged, and while running along, if an equalizing reservoir pipe breaks, will the brakes apply in emergency? C. L. M.

**A.** The breaking of an equalizing reservoir pipe will cause a sudden drop of pressure in chamber D above the equalizing piston, causing this piston to move up quickly, making a sudden opening from the brake pipe to the atmosphere. And with a short train would, no doubt, cause the brakes to apply in quick action.

But with a longer train, a larger brake-pipe volume, the pressure will be reduced more slowly and the brakes will, as a rule, apply in service.

#### CAUSE FOR PULLING DRAW-BAR

**Q.** Herewith please find two very important questions that I wish you to answer as soon as convenient, as there is an argument on the docket, and I have taken this up with you hoping to receive a correct answer. The train that I am pulling is one that three engineers gave up on account of the draw-bar question, and I know of one instance when this train was making a back-up movement the engineer got two draw-bars and one knuckle, and it is no joke, as this train is a hard proposition to handle and will keep any man guessing to keep it together.

I have had very good success in handling this train and I have not got many draw-bars, and this is the first time for several months that I have had any trouble and would now like to ask the following questions:

With a twelve-car passenger train, and dropping into town about forty miles per hour, and while making the station stop, and when almost stopped the conductor gave a signal to pull ahead and I made a release of the brakes by putting the brake valve in full release for a second or two and then returned it to service position until the service exhaust just started, when I lapped the valve. While this movement was going on, and the train was moving about four or five miles per

hour, a draw-bar was pulled out of one of the cars.

The train is made up as follows: Two express, one steel mail, one baggage, one smoker, one chair car, and six sleepers, all equipped with the L-N equipment.

#### ENGINEER.

A. In trying to find an answer to your question we will assume that you are using the full L-N equipment, that is, the supplementary reservoirs are cut in, and if this is true, the problem is quite easily solved. The movement of the brake valve to release position causes a prompt rise of pressure in the brake pipe at the head end of the train, resulting in a direct release of these brakes. But, as the brake valve was not allowed to remain in release position for a sufficient length of time to cause a prompt rise of pressure on the cars well toward the rear of the train, and this aggravated by returning the brake valve to service position for a time, it simply means that while a direct release of the brakes was obtained on the forward portion of the train, but a *graduated* release was had on the cars in the rear portion. This, of course, resulted in a rapid running out of the slack, which was responsible for the trouble. An idea prevailing among many engineers is that because their train happens to be a passenger train the brakes may be released at most any speed, regardless of the length of the train. This is a mistake, as it matters not whether the cars be of passenger equipment or freight equipment; it is the length of the brake pipe that governs the flow of air, or to be more correct, the rise of pressure at the rear of the train. And as you state, you undertook to release the brakes while the train was moving at a speed of four or five miles per hour (when the holding power of the brakes is the greatest), and with the brakes released on the forward portion of the train, and still set on the rear portion, there is but one of two things to expect: either the draft gear is of sufficient strength to overcome the severe strains set up in the train, due to the brake not releasing uniformly, or, as in your case, the pulling of a draw-bar. While it is a very easy matter to say "I told you so" to the

fellow in trouble, yet from what has been said it will be seen that what you should have done was to have brought the train to a stop before releasing the brakes. As it was, both yourself and the conductor made a mistake by not conferring beforehand relative to the work to be done, and you were trying to rectify your mistake through the use of the air brake, and to your misfortune the brakes resented your method.

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### Questions and Answers

BY JAMES GREGORY

Q. I am running an 18x24 engine hauling a train of from 6 to 10 cars on passenger. We have not much grade on the road but there are some places where it is hard to start. Sometimes the slack must be taken more than once to get started. The engine is doublecrewed and both of us are considered rough handlers because we jerk trains sometimes at starting. I claim the trouble can only be corrected by putting bigger engine on the run. The superintendent says if we had a bigger engine we would pull the draw-bars out. The Motive Power Department says, "Exercise more care." I say it is a matter of power. What do you think about it? R. M. R.

A. The fault you mention is a pretty general one, not only with respect to the lack of starting power but also in regard to the support of the Motive Power Department in a case of that kind. The trouble is one of a too light engine. An engine with not enough power to start train without taking slack is not big enough for the work, if smooth handling is demanded.

Q. Is there any benefit gained by changing from outside to inside admission valves other than that of the steam chest being only required to stand exhaust pressure, also making it easier to keep valve stem packing tight for same reason? W. D.

A. There are some other advantages in addition to those mentioned. The inside admission permits the use of outside steam pipes which represents a saving in expense of upkeep, at the same time affording a more direct steam passage to

valve chamber than when the steam had to pass through cored passages in cylinder saddle to each end of valve chamber as with outside admission piston valve. The cylinder saddle is also stronger if not cored for live steam passages through it.

Q. Among the instructions for handling superheat engines sent us by the company is the following contained in Rule 7: "Superheat locomotives should be operated with a full throttle and reverse lever control as far as service conditions will permit, the exceptions being when starting a train, or when using a small quantity of steam, and when drifting." We are also told the highest proportion of superheat is gained when a light throttle is used, so does it not seem as if the economy of the light throttle practice would be in its favor?

INQUIRER.

A. The point you raise is one which has been widely discussed. The per cent of superheat absorbed by the steam in passing through superheater is said to be highest with the lower steam pipe pressure, at least competent authority has so stated, many times, but even conceding that, there is a loss of expansive energy in the latter cut-off necessary with the light throttle which overbalances any slight economy it may show in greater amount of superheat absorbed by the steam in passing through superheater. It must be understood that the locomotive is an earning power, not a mere model for competitive performance in fuel economy, and it must be so operated that the maximum efficiency as regards train movement is gained. Economy of operation must adjust itself to the conditions and demands of service.

Q. Why should engines with piston valves give any more trouble with cross-head keys shearing than slide valve engines if cylinder cocks are opened at proper time and engine handled right as to pumping so no water is carried to cylinders?

R. R.

A. There should be no more trouble if the means to provide against it were used, but when the hostler takes a "cold" engine out of the house, not opening cylinder cocks until he leaves her, maybe 400 feet down the outgoing engine track,

that's when the damage is often done, which no amount of care on the part of the engineer can prevent or correct. The practice grew with the slide valve and has not been discontinued in some places since the coming of the piston valve.

Q. We have much trouble here with leaky flues in firebox. Am told the flue joints are welded in some places. Why is the plan not more generally adopted?

D. M.

A. There are many who favor flue welding, but the plan is not without its faults, as many broken bridges in flue sheet are charged to the rigid flue joints at firebox end which destroys the flexibility of back sheet so it cannot adjust itself to strains incident to changes of firebox temperature.

Q. We run piston valves and slide valves in same type of engine here, using saturated steam. The engineers favor the slide valve, as the engines seem to do better work, yet we are told the slide valve is soon to be replaced by the other kind. We have regular engines here. The shop force favors the piston valve. Why this difference, and why should the piston valve displace the slide valve if it does better work?

W. R., Div. 10.

A. It all depends on the point of view. Some railroads are not run with a view to the general results. The engineer's opinion as to better performance of the slide valve, even though it be backed up by service, counts for nothing in a case of that kind. The engineer's voice is only heard by the motive power department, and if his views run counter to those of his superiors they count for nothing, as they rarely go farther.

The difference in favor of the slide valve is not a matter of design, rather one of condition. The piston valve may be neglected more than the other without adding to the expense of current repair. The rings and bushings may be cut through careless handling so the hauling capacity of engine is much below standard, while the fuel consumption is as much above, but she will continue to go and blow indefinitely. When the seats or slide valves are cut badly the fault must be corrected, not on account of loss in power or waste of fuel so much as be-

cause the engine is so hard to handle, the strain on valve gear is likely to wreck the valve gear and the amount of valve oil needed is so far in excess of the usual amount required for that type of engine, in good shape. This may be the trouble on your road.

**Q.** On this road we have taken relief valves off steam chests of engines using saturated steam, but still have them on the superheater engines. It has been pretty generally understood, I think, that the admission of air to steam chests, or steam chambers, at time of shutting off, has been the cause of combustion taking place in cylinders of superheater engines, thus carbonizing the oil and burning out the rod packing. We had no such trouble with the saturated engines, so why not change both, or why remove the relief valves from saturated engines and not from superheaters, that gave most trouble?

W. R., Div. 10.

**A.** There is no reason why if the removal of relief valve is good in one case it is not as good in the other. It is the belief today that the relief valve in the saturated engine is of no particular benefit that is not more than offset by the loss of lubrication from leakage of steam at relief valve and the expense of applying and maintaining it. As to the superheater engine, there is no excuse for the presence of the relief valve, as it is the generally recommended practice in handling such engines to use a drifting throttle on them after shutting off. This prevents the relief valve from opening, so it is practically of no use and may by leakage represent a loss in lubrication.

**Q.** Since we have taken relief valves off some engines we sometimes find it a hard matter to get oil to steam chests if lubricator feeds out, or is out of order. We have hand oilers, but there is steam pressure coming out of the cup so it will not take the oil. What would be the matter in such a case?

W. R., Div. 10.

**A.** The trouble is likely due to a leaky lubricator throttle. The steam from this valve goes into the oil pipe and furnishes a current of circulation to help carry oil to steam chest, but if hand oiler cup is opened the steam will blow out there instead of drawing in, as there is a vacuum

in oil pipe when engine is drifting, shut off, but there is a pressure in oil pipe if steam valve of lubricator leaks. Relief valves were always used in preference to regular hand oiler as it mattered not if steam valve did leak, for which reason perhaps the effect of leaky lubricator throttle has not been noticed much until relief valves were removed, thus compelling the use of hand oilers instead, when lubricator could not be used.

**Q.** On the division I am on we have engines with 140 pounds boiler pressure, and some carrying 190 pounds. We are using a great deal of hard water, and the engines with the high steam pressure give the most trouble as to foaming and leaking of flues. Has the pressure anything to do with it?

ENGINEER.

**A.** The higher the pressure of steam the higher the temperature of water in boiler and the greater the tendency to foam. Also the higher temperature of heating surfaces increases the liability to scale, thus shortening the life of flues as well as that of all other heating surfaces.

**Q.** Please answer the following question. I am running a 20x26 ten-wheel engine with Stephenson link motion. I reported engine lame. In running valves over they found left forward motion out, the stretcher being too short. Valve setter did not have time to make needed change, but would lengthen out back motion stretcher on that side so she would be all right in the cut-off. How could back motion help the forward motion and only in the cut-off, which it did?

A. E. W.

**A.** The change you mention could not have any effect, in full stroke, as the valve movement is wholly controlled through the medium of the forward motion eccentric rod or "stretcher" when working in that position going ahead; but when lever is cut back the link is raised, in which position its movement and its effect on the valve is actuated by both the forward and back motion eccentrics through the forward and back motion rods; that being the case, a lengthening of the back motion rod would have a similar effect, though in lesser degree, to that of lengthening the opposite rod. Such a makeshift would of course throw

the valves out in the back motion, but would make the engine sound better in the short cut-off going ahead, and would of course improve the steam distribution also to some extent.

**Q.** What effect, if any, would a lot of steam in ash pan have on the steaming of engine? Would it tend to clinker fire and if so, why? **W. R., Div. 10.**

**A.** A great amount of steam in ash pan would have much the same effect as the same volume of steam in firebox, as it would be carried into firebox by the draft, where it would expand to an increased volume, thus retarding the circulation of air through fire to an extent that might prevent the proper supply of oxygen to fire for perfect combustion. In that way the steaming of engine would be affected. As to the clinking of fire, we must note that anything which tends to hamper the steaming of engine is likely to induce crowding of fire with fuel, which, when added to the weaker circulation referred to, forms a combination likely to cause clinking of fire.

**Q.** We seem to have little trouble with the superheater engines, less than formerly, especially in the matter of lubrication. Has this been brought about by improving the quality or fire test of the valve oil, or in the more intelligent handling of superheater engines? **RUNNER.**

**A.** It is chiefly, if not wholly, a matter of better care and handling that has overcome the trouble we used to have with superheating, both as to the work of the roundhouse forces and that of the engineer. The attempt to correct lubricating faults by improving the quality or raising the fire test of valve oil failed. When it was learned that the superheater required special care by the roundhouse forces in the matter of flue cleaning, and the same by the engineer when drifting, that is always supplying some steam to cylinders when moving, the chief troubles with the superheater were overcome. It may also be said that owing to weaker draft force permitted by this type of engine lighter firing became necessary to avoid banking and clinking of fire, honeycombing of flues and filling of front ends, evils which naturally follow heavy firing and the constant agitation of

fire by hook and grate movement usually attending that method of trying to keep steam. To run the superheater successfully calls for more vigilance and intelligent care on the part of the enginemen, but the results pay well for the extra effort in free steaming engines, easily supplied with feed water and always able to handle any tonnage they can start.

**Q.** In a discussion about superheaters it was claimed that if water was carried high or steam pressure low, or superheater not working from damper being closed, or large flues stopped, that the moist steam entering cylinders would wash lubrication off cylinder walls. How about that? **R. W.**

**A.** It is a mistaken idea that the saturated steam would have a bad effect on lubrication in cylinders of superheater engines. The lower the steam pressure, the lower the temperature and the easier to lubricate cylinders of any engine, whether using a superheater or not, as that would make no difference whatever. The time when it is necessary to exercise most care in the lubrication of cylinders is when the highest degree of superheat is gained, and more particularly just at the time of shutting off, which should be immediately followed by a slight opening of throttle until train stops, or at least until speed has been reduced enough to permit reverse lever being put in full stroke position.

**Q.** Our road is going to adopt the graphite lubricator. Is it as good or better than valve oil for valves and cylinders? I have heard complaints about it from men who used it on other roads. What trouble did it cause? **R. W.**

**A.** Graphite is all right, but like anything else, it should be used with judgment. The use of graphite in unlimited quantities, without any regulation of feed, will not bring good results, but where used intelligently, through a lubricator designed for the purpose, it is all that is claimed for it.

When used in wasteful quantities it tends to clog up exhaust passages so as to affect the steaming as well as power of engine in time.

**Q.** At what position is a right lead engine strongest? **ENGINEER.**

A. At whatever position the piston speed of engine (both sides considered) is the faster, as compared to the movement of engine as a whole. Piston speed means leverage. We find the position of greatest leverage to be when the right main pin is passing from forward center to lower quarter; it is the same on the left side when the main pin is going from upper quarter to forward center, for the reason that the piston speed of both sides is greatest at that time, and the greatest amount of power is being exerted then if engine is working up to the maximum. At a short cut-off that would not be the case, however.

Q. How should Mallet engines be tested for blows and pounds? ENGINEER.

A. Much the same as other compound engines. Put engine on either upper or lower quarter with lever on center to detect a valve blow in high-pressure cylinders. Then open throttle, and if the valve blows it is indicated by steam coming from the cylinder cock at the end where the blow is. To find a blow in low-pressure cylinder admit live steam and test in same way as in other case. For a cylinder packing blow, with engine still in that position, move reverse lever to admit steam into either end of cylinder, and if steam blows from cylinder cock at opposite end to where steam is admitted it shows the packing defective on side where steam is admitted.

If an exhaust valve blows it can be detected only by the sound of exhaust when engine is working, and may be located by noting at what point it takes place with relation to the position of valve or piston, or both.

To test for pounds, follow the same method as with the simple engine by placing engine on a quarter position either up or down and thumping engine with lever with throttle slightly open. If one is familiar with the working of the engine so as to be able to distinguish pounds by sound and the point where they occur, they can be located, as a rule, by noting where and when the pound takes place, whether the engine is a simple or compound engine.

Q. Why does a headlight go to work after a carbon is placed across the switch

or binding posts at dynamo? INQUIRER.

A. Because the placing of the carbon in the binding post, which serves as a brush holder when placed in a position to commutator serves as a conductor of the electricity generated by the fields and armature. If the carbon is removed from the commutator there would be no useful current generated by the unit, or dynamo to produce light.

Q. How would one classify the driving wheels ahead of and those behind the main driving wheels on a 2-10-2 engine?

ENGINEER.

A. The driving wheel ahead of main one, say on right side, is called the right forward intermediate wheel. The one back of main wheel is called the right back intermediate wheel.

Q. What is a kilowatt? MEMBER.

A. A watt is a unit of measurement of electrical energy, and a kilowatt is 1,000 watts.

Q. What is the difference between a direct and an alternating current?

A. The direct current flows continually in one direction. The alternating current, as the name implies, keeps constantly changing its direction of flow.

Q. What is the meaning of the so-called minimum thickness of driving-wheel tires as applied in the inspection of locomotives by government inspectors? The rule says the weight per axle is found by dividing the total weight on drivers by the number of pairs of driving wheels. Does that mean that if the total weight on drivers is 30,000 pounds it should be divided by four if the engine has four driving wheels?

E. J. B.

A. The minimum thickness of driving-wheel tires means the thickness below which it would be unsafe to run them. The thickness must correspond with the weight on drivers, also the service engine is used in, and the "weight per axle" which you referred to is meant to be the weight per bearing, there being two bearings to each axle, and the weight per driver is found, as you have said, by dividing the total weight on drivers by the number of driving wheels.

Q. On our road we are using both inside and outside admission valves. Also direct and indirect motion valve gear.



Would like to know the best way to detect inside from outside admission. Also explain the direct from indirect motion valve gear.

RUNNER J. E.

A. To detect whether valves are inside or outside admission, the surest way is to note the direction of travel of valve with relation to that of the piston. We know that with an outside admission valve, the piston and valve are moving in the same direction from the beginning of the piston stroke until the valve reverses its motion to effect the cut-off. With the inside admission valve, the valve travels the opposite direction to the piston from the commencement of the stroke until the valve movement is reversed to effect the cut-off.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

MILES CITY, MONT., Jan. 29, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Please give me your understanding of the following time-table question:

No. 63 is due to leave its initial station 11:30 p. m. on the old time-table. A new time-table takes effect at 12:01 a. m. which shows No. 63 due to leave its initial station at the same time.

Can No. 63 leave its initial station at 1:00 a. m. the night of change, or must it wait until 11:30 p. m.?

Our time-table rule states that trains will take their dates at starting point. Each time-table at the moment it takes effect supersedes the preceding time-table. All regular trains on the road running according to the preceding time-table shall, unless otherwise directed, assume the time and rights of the train of corresponding number on the new time-table.

MEMBER 761.

A. The rule quoted is not the standard rule which is in effect today. It is similar to the old standard code Rule 20 which was in effect about 20 years ago. A ruling was made on old Rule 20, by the Ameri-

can Railway Association, to the effect that it was not necessary that No. 63 actually be on the road at time of change of time-tables, but should it be ready to leave its terminal after the new time-table took effect it could do so. With this ruling in view, the answer to your question is that No. 63 may leave its initial station at 1:00 a. m., the night the new time-table takes effect, as No. 63.

Under the present standard Rule 4, the answer would be the same, as the rule makes use of the words, "a train authorized by the preceding time-table will retain its train orders and assume the schedule of corresponding number." These words are held to mean that although the train which the old time-table authorized had not actually left its initial station before time of change, it would still have the authority to leave there under Rule 4. The thought being that the old time-table had the authority to authorize the train and because of this the train has the authority to assume the new schedule.

KANE, PA., Jan. 21, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 1: "Engine 11 run extra A to C meet extra 1760 at C."

When extra 11 arrives at C it receives an order to run extra C to E and no mention is made of extra 1760. What is the duty of extra 11 in respect to extra 1760?

MEMBER 298.

A. Your question is based upon the use of a wrong form of order. It is improper to give extra 11 an order to meet extra 1760 at C, because when extra 11 arrives at the entrance switch at C, it ceases to exist as extra 11 and becomes equipment, and as such is unable to carry out the provisions of the order.

But inasmuch as the wrong form of order had been used it would be the duty of extra 11 to take the same course, as provided for in Rule 106, and ask the dispatcher if he understood that the first order expired upon arrival at C.

CLEVELAND, O., Jan. 10, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Our book of rules uses the word "modified" instead of the word "supersede." It reads: "Train orders once in effect re-

main in force until fulfilled, modified or annulled." Is it correct and is it a general practice? J. J. M.

A. The word "modified" is not much used for the purpose indicated, as its meaning is not so expressive of the action which takes place as is the meaning of the word "supersede."

Supersede means to take the place of. This meaning also carries the thought that the previous arrangement has been done away with in-so-far as it conflicts with the superseding order. Modified means to limit or reduce in extent of degree.

ALTON, ILL., Feb. 1, 1917.

EDITOR TRAIN RULES DEPARTMENT:

Order No. 1: "No. 94 due to leave A Jan. 8 is annulled A to C."

Order No. 2: "Engine 6 run extra A to C, and as No. 94 C to Z."

Is order No. 2 correct? Can engine 6 be run from C to Z as No. 94 Jan. 8?

A MEMBER.

A. The order used is known as form K, and the explanation to the form states that the schedule or section annulled becomes void between the points named and cannot be restored. The points named were A and C, but beyond C schedule No. 94 remains good and engine 6 may properly be directed to run as No. 94 from C to Z.

Order No. 2 is correct. Inferior trains may disregard schedule No. 94 between C and A, but between C and Z the schedule must be respected.

PORTSMOUTH, O., Feb. 2, 1917.

EDITOR TRAIN RULES DEPARTMENT:

(A) Please give me your understanding of the following cases:

Order No. 1: "Extra 84 west has right over No. 64 A to C."

Order No. 2: "Extra 84 west meet No. 64 at B."

Can No. 64 go to B without first having order No. 1 annulled?

(B) Order No. 1: "Extra 97 east has right over No. 67 A to B."

B is a junction point with register for all trains, and extra 97 has registered its arrival at B. Does the register give No. 67 authority to leave B? If so, under what circumstances?

(C) Train No. 6 is run from A to C

against the current of traffic. B is a telegraph office. How would the order to No. 6 be worded?

Can No. 6 accept a clear order board at B or must a clearance card be issued?

Can an extra running with the current of traffic leave C to go to B, if it can do so and clear No. 6 as required by rule?

Does the schedule apply when running against the current of traffic?

MEMBER 584.

A. (A) A right of track order is known as a form C order, and the purpose of the order is to reverse the rights, or superiority, of trains. No. 64, a regular train, is superior to extra 84 under the rules; but after order No. 1 was issued extra 84 became superior to No. 64 by right.

Order No. 2 fixed a meeting point at B and it was not necessary to have order No. 1 annulled. Both orders remained in effect. The result of the two orders remaining in effect was to make extra 84 superior, and also to fix a meeting point at B. The extra being superior would hold the main track at B.

The explanation to a form C order, example 2, reads: "The regular train must not go beyond the point last named until the extra has arrived, unless directed by train order to do so."

(B) The train register is full authority for No. 67 to leave B.

The circumstances under which No. 67 may leave B on the information contained on the register are as follows: The register must show that extra 97 east has arrived at B and the time of such arrival must be such that there can be no doubt but that it is extra 97 which is referred to in the order. That is to say, engine 97 is always extra 97 whenever it is run extra, and for this reason the register must be checked to determine whether the extra registered is the one which has been given right. This can be determined by the time the order was issued.

(C) The order to No. 6 would read: "No. 6 has right over opposing trains on westward track A to C."

The train order signal at B would not govern the movements of No. 6 at B for the reason that the rules state that signals apply to trains which are running with the current of traffic. No. 6 would

be required to stop at B unless it received a clearance card, or a train order to pass the block.

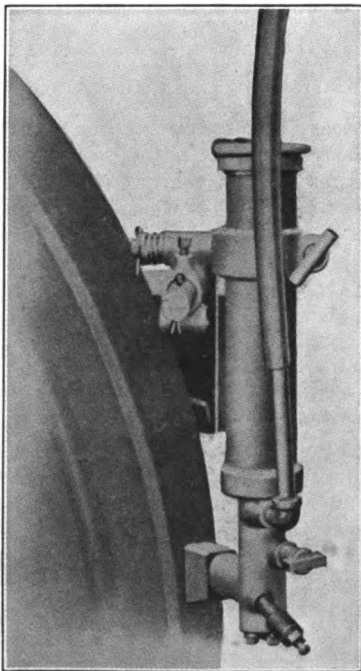
An extra train receiving the order at C could not go to B even though it had ample time to make B and clear the time of No. 6. The reason for this rests in the explanation to the train order example used. This explanation states that opposing trains must not leave point last named until designated train has arrived.

The schedule applies to No. 6 just the same as when moving with the current of traffic. If the schedule time did not apply the train would not be No. 6 because it is the schedule which provides the number at and after the time due.

### The Swanson Automatic Flange Lubricator

The Swanson automatic flange lubricator, cuts of which are here shown, is the invention of Bro. O W. Swanson, of Div. 199, Salida, Colo.

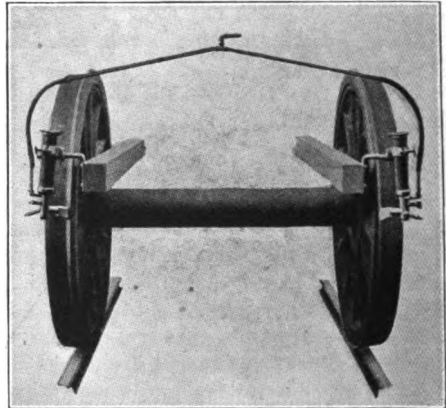
The matter of flange lubrication is receiving much attention of late, owing to the excessive wear of flanges of driving wheels and rail, particularly on curves, although there is an excessive amount of wear going on all the time, even on com-



paratively straight track, which adds much to the cost of upkeep of track and rolling stock. This condition has always existed in some degree, but with the modern monster locomotives it is so pronounced that a remedy must be sought to reduce the wear as much as possible on both flange and rail.

Another feature worthy of consideration in connection with the subject of excessive flange friction is the retarding effect it has on train movement, and the Swanson automatic flange lubricator seems to supply all the essentials, not merely to reduce this as well as the tire and rail wear to the minimum, but to do it with the lowest cost and the least possible attention from the engine crew.

This lubricator, being automatic in its action, will run for 16 hours without re-



quiring refilling or any attention whatever. The cost of applying it is very small, and it will do the work with any kind of cheap oil not containing tar or asphaltum.

It speaks well of this device to be able to say that several of the trunk lines in the South as well as some of the transcontinental lines are using it, as are also some street car and interurban lines, and with good results. It is economical, stopping when the engine or car stops. It will do the work without permitting the oil to spread to tread of driving wheel, thus having no bad effect on the tractive power of the engine, as it confines its feed to the flange of the wheel, and taken all in all, it admirably supplies an urgent need fully appreciated by up-to-date railway managers everywhere, a need that has grown rapidly with the introduction of monster locomotives and other conditions of modern railroading.

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## Conciliation and Anti-Strike Legislation

The following brief summary of the conciliation and anti-strike provisions of the laws of various countries is compiled from the *Monthly Review*, U. S. Department of Labor, Bureau of Labor Statistics:

### COMMONWEALTH OF AUSTRALIA

A court of conciliation and arbitration, consisting of a president, who is a member of the Federal supreme court, and judges of the Federal or a State supreme court, appointed by the president or his deputy. Provision is also made for conciliation committees of equal numbers of employers and employees; assessors representing the parties appointed by the court to advise it, and local industrial boards, equally representative of workers and employers, presided over by a judge of the supreme court of the commonwealth or supreme court of the state.

The president of the court may summon parties to a dispute and by conference aim to reach an amicable settlement, or there may be an investigation as to the basis of a settlement, or temporary reference of a matter to a conciliation committee or local industrial board. All amicable settlements have the force of a formal award.

The initiation or continuance of any strike or lockout by any organization or person is prohibited. Penalty of one thousand pounds (\$4,866.50) against any person or organization responsible for a strike or lockout.

### QUEENSLAND

Industrial court administered by a judge appointed by the governor in council. Local industrial boards are on application of a prescribed number of employers and employees. The court has jurisdiction over certain classes of cases directly, and over others on appeal from industrial boards.

In the case of public utilities, strikes and lockouts are illegal unless a confer-

ence has been held before an industrial judge and proved abortive, and unless 14 days' notice has been given after termination of conference and a secret ballot has been taken. In all cases 14 days' notice must be given and a secret ballot taken. A fine of \$4,866.50 may be levied on employer or union, and \$243.88 on worker.

### NEW SOUTH WALES

Laws similar to Queensland, with similar fines, but strikes and lockouts of all kinds are prohibited.

### SOUTH AUSTRALIA

Laws are similar, and, like Queensland, strikes and lockouts are prohibited. A fine of \$2,433.25 may be levied against an association and against a person. This country has a special provision, that an employer who refuses to employ or a worker who refuses to accept work where there is an industrial agreement or award in operation may be fined.

### WESTERN AUSTRALIA

Laws similar to above, except that an employer, in case of disagreement, can not discharge a worker, nor can a worker cease work before a reasonable time has elapsed for matter to be dealt with by the court, or during the time the proceedings in court are pending. Fines are similar and apply to both employer and employee.

### NEW ZEALAND

Of this group New Zealand has the most legal machinery for the settlement of industrial disputes, and as much has been said of the socialistic tendencies in the preparation of these conditions, we give the Department of Labor's report in full:

A court of arbitration, consisting of three members appointed by the governor to serve for three years; one "judge of the court," to have the tenure, status, and emoluments of a judge of the supreme court; and one each nominated by unions of employers and workmen, respectively. Councils of conciliation, consisting of a conciliation commissioner appointed by the governor for a term of three years, to have jurisdiction within a designated industrial district, and one to three assessors, ap-

pointed by the commissioner for the occasion, on the nomination of the parties applying for a conciliation council, a like number to be appointed on the nomination of the respondents. Boards of investigation, appointed by court of arbitration. The procedure is for a council of conciliation, when requested, to attempt to adjust the controversy. Failing in this, the matter may be referred to the court of arbitration, which shall make a determination. Disputes involving workers on the Government railways or affecting more than one industrial district may be brought before the court in the first instance by application of a union of railway employees in the one case and of any party to the dispute in the other.

*Conditions under which strikes and lockouts are prohibited or are illegal.*—Under the industrial conciliation and arbitration amendment of 1908, which applies only to cases where an award or an industrial agreement is in force, strikes and lockouts are prohibited.

Under the labor disputes investigation act of 1913, which applies only to cases where there is not an existing award or industrial agreement, notice must be given to the minister, who must refer matter to an industrial commissioner or committee. If no settlement is effected within fourteen days from delivery of notice to the minister, the labor department conducts a secret ballot, and then seven days must elapse before cessation of work.

*Penalties for enforcement of anti-strike legislation.*—Employer liable to £500 (\$2,433.25) fine and employee to £10 (\$48.67). In the case of public utilities the penalty to the worker is £25 (\$166.66). For encouraging or instigating a strike or lockout the scale of fines is: Worker, £10 (\$48.67); employer or union, £200 (\$973.30). The wages of workers may be attached for fines. Penalty for striking or locking out before notice is given or before expiration of seven days from the secret ballot, £10 (\$48.67) to a worker and £500 (\$2,433.25) to employer. Wages of worker may be attached.

*Remarks.*—At any time during the progress of a strike five per cent of the workers concerned may demand a secret

ballot on any question relating to strike.

#### AUSTRIA

*Penalties for enforcement of anti-strike legislation.*—Union may be dissolved and funds and property seized.

Strikes and lockouts on public utilities are prohibited.

*Remarks.*—Before forming a union the organization must notify the Government authorities and send them a copy of the constitution and by-laws. The authorities may then forbid the formation of the union if they consider it will be dangerous to the State.

#### GERMANY

*Legal machinery for the adjustment of disputes.*—Means for enabling railway workers of all groups to bring their requests and grievances to the notice of the authorities have been instituted by all the State railway administrations in Germany under the name of "workmen's committees."

*Conditions under which strikes and lockouts are prohibited or are illegal.*—Strikes and lockouts are practically prohibited on public utilities. There are no specific laws forbidding strikes, but rules and practices of railway and other public utilities administration make strikes impossible. About 90 per cent of the organized railway employees belong to unions, the by-laws of which specifically waive all claim to the right to strike.

*Penalties for enforcement of anti-strike legislation.*—No specific penalties for engaging in strikes, but workmen are forbidden to belong to unions which assert the right to strike. All union organizations and by-laws are subject to governmental sanction. The coercive force of the law is found in the fact that a railway employee who engaged in a strike would be dismissed or fail of advancement in his work. Every Government employee looks forward to attaining the status of an "official," and this is practically impossible if he belongs to or is known to sympathize with a trade-union which does not meet with Government approval.

#### FRANCE

*Conditions under which strikes and lockouts are prohibited or are illegal.*—

The only qualification as to complete freedom of action in the railway service is that any engineer, fireman, or trainman shall not desert his post during the progress of a journey. Postal employees and employees in shipping service controlled by the Government are prohibited from striking.

*Penalties for enforcement of anti-strike legislation.*—Desertion of trains between terminals is punishable with imprisonment ranging from six months to two years. Postal and other civil employees may be dismissed or suffer losses in pay. The monopoly privilege may be withdrawn from the shipping service on which a strike occurs.

*Remarks.*—In all occupations except those mentioned the right of employers and employees to take concerted action in a peaceful manner with a view to cessation of work has been officially recognized since 1884. On October 2, 1910, the National Federation of Railway Employees of France and the Federation of Unions of Railway Engineers and Firemen called a general strike on all the railroads of the country. The Government, using its full authority under military laws, called for a mobilization of the strikers, and ordered them to do military duty for three weeks. Their military duties were specified as the keeping of the railways under normal working conditions under the orders of their superior officers. This measure defeated the strike, which was called off after six days.

#### ENGLAND

*Legal machinery for the adjustment of disputes.*—There is no legal machinery, strictly speaking, for the adjustment of wage disputes on the railways, but effective machinery is in existence which is quasi official, consisting of an agreement between the railroads and their employees, which was originally negotiated by a representative of the board of trade in 1907. It was amended as the result of conferences and the report of a royal commission in 1911. These changes were the outcome of the railway strike in 1911. By this agreement boards are created, with equal representation of railroads and employees, to perform the concilia-

tion work not settled by direct negotiation between the parties. If a settlement cannot be reached a neutral chairman or umpire, selected by the conciliation boards from a panel prepared by the board of trade, is called in, and his decision is final.

*Conditions under which strikes and lockouts are prohibited or are illegal.*—No legislation.

*Penalties for enforcement of anti-strike legislation.*—No legislation.

*Remarks.*—The adjustment of disputes on other public utilities and in the mining industry is provided for in the conciliation act of 1896. Conciliators or boards of conciliation are appointed by the board of trade. Arbitrators are also appointed on the application of both parties, selected from panels of employers, employees, and "persons of eminence and impartiality" established by the board of trade. For conciliation proceedings the board of trade acts on its own initiative or by the request of either party; for arbitration, on the application of both parties.

#### ITALY

Strikes are prohibited in railway and public service.

*Penalties.*—Fine and loss of employment. The real restraining influence is the power of the Government to call out the reserves and compel the strikers to resume work under military law.

#### RUSSIA

*Conditions under which strikes and lockouts are prohibited or are illegal.*—Strikes are prohibited among employees of public utilities.

*Penalties for enforcement of anti-strike legislation.*—Imprisonment and loss of employment. Authorities may arrest or banish strikers without bringing them before a court.

#### SPAIN

*Conditions under which strikes and lockouts are prohibited or are illegal.*—Strikes are illegal in public utilities until five to eight days' notice is given, together with a statement as to the causes of the strike.

*Penalties for enforcement of anti-strike legislation.*—Leaders and officials of labor organizations or concerted movements

who do not make a declaration as to the causes for a strike are liable to imprisonment.

*Remarks.*—In industries other than public utilities strikes are expressly allowed, provided they are not accompanied by threats or violence.

#### SWITZERLAND

*Legal machinery for the adjustment of disputes.*—The canton of Geneva has established a system of conciliation and arbitration. Conciliators are elected directly by the two parties to the dispute. If they can not reach a settlement, recourse is had to an arbitration board under Government auspices. There is no law for the settlement of disputes in the Federal railway service.

#### CANADA

The law is administered by the minister of labor, and is under the immediate direction of the registrar of boards of conciliation and investigation appointed by the governor in council. Boards of conciliation and investigation are appointed by the minister of labor, one member being nominated by each party to the dispute, and a third by these two. If nominations are not made in due time, the minister appoints on his own motion. Jurisdiction by the minister is obtained by the request of either party for the appointment of a board of conciliation and investigation.

Strikes and lockouts are illegal in public utilities and mines until after an investigation by a Government board and the publication of its report. The object sought in publishing the report of boards of investigation is to enlist the coercive force of public opinion upon the side of the right as found by the board.

A fine ranging from \$10 to \$100 may be levied on each worker, and from \$100 to \$1,000 on each employer for each day an illegal strike or lockout continues; also any person who encourages any employer to declare or continue a lockout, or any employee to go or continue on strike illegally, may be fined from \$50 to \$1,000. But the penalties are not imposed by the Government; they must be enforced by the injured party to the dispute.

The elements of this law are an evident

reflex of those in force in Australia and New Zealand, as are those of The Transvaal, South Africa. Their fines are similar in pounds sterling to Canadian dollars 10 to 50 (\$48.67 to \$243.33); the publicity feature is taken from the Canadian law.

#### Senator Borah Against Can't-Strike Law

United States Senator Borah records his opposition to all forms of "can't-strike" legislation in the following:

"I do not see just how those who are advocating the Canadian arbitration law for effective compulsory investigation and arbitration are going to get by certain well-established legal principles," he says.

"There seems to be an impression that the whole thing is made easy because we are to deal with a body of men and not a single individual. In other words, it is supposed, apparently, that while you cannot compel an individual to work or to punish him because he quits work that you can compel a body of men acting collectively or as a union to work or punish them because they agree to quit work. To say that the concerted action of powerful bodies of men shall not be permitted to stop the industrial process of the nation does not meet the situation at all. It is true, however, that powerful bodies of men acting together may quit work and may decline to accept employment, and if their quitting work has the effect of stopping the operation of trains it is nevertheless their right to quit.

"A man's constitutional right, either individually or collectively, cannot be measured by the amount of injury which the exercise of his constitutional right may do to society.

"In my judgment employees have a right either singly or collectively to quit work because they are dissatisfied with their wages or for any other reason which has to do with their welfare as to sanitary conditions, etc., as workingmen. It is just as much an invasion of a man's personal liberty and just as much in contravention of his constitutional right to compel him to remain in the service of another when he is a member or acting with his union as it would be to compel

him to do so if he were acting individually.

"It has been decided a number of times, and in one instance by no less an authority than Justice Harlan, late associate justice of the Supreme Court of the United States, that a labor union has a right to confer with reference to their wages and to determine as a matter of fact whether they are satisfied, and if not to quit work. I am speaking now, of course, of the rights as between the employer and the employee, omitting entirely the question of interference with some one else operating the train. But as between the employer and the employee, the employee has a right either singly or collectively to quit work, in my judgment, and under the constitution of the United States he cannot be deprived of that right simply because he acts collectively. Whatever one party may do alone he may do in combination with others provided they have no unlawful object in view, but the right to quit on account of unsatisfactory wages can never be made unlawful.

"If you can prevent men from acting collectively and as a union in regard to their wages, to their sanitary conditions and to questions of health, surroundings and such things, then you have, of course, destroyed collective bargaining absolutely and have found a way by which to inhibit collective action upon the part of labor and it would be the beginning of the end of union labor.

"Collective bargaining and collective action both upon the part of capital and labor are in accordance with the spirit and principle of the age, and some other way will be found to adjust these matters than that of taking a backward step and destroying collective bargaining and collective action so long as the action is for lawful purposes.

"I have never believed that compulsory arbitration was either practicable or legal under present provisions of our constitutions, both State and national."—*National Labor Journal*.

#### Says Courts Usurp Power

At the annual conference of the National Popular Government League, Washington, Jan. 13, United States Sen-

ator Owen, president of that organization, challenged the right of federal courts to declare acts of congress unconstitutional. He said the framers of the present constitution had rejected, on three separate occasions, proposals to give courts the right to either directly or indirectly declare what was constitutional.

"Just now we see the amazing thing that the railroad presidents of the United States," he said, "controlling the entire transportation system of this gigantic republic, are giving public notice that they will not obey the laws passed by the representatives of 100,000,000 people until nine gentlemen, appointed for life to the highest federal court, who are not responsible to anyone except their own opinions, shall have said what the law is.

"Some power must be charged with the responsibility of saying what is or what is not constitutional. That power is vested in the congress of the United States and is not vested in any court whatever."—*Weekly News Letter*.

#### Extracts from the Shorter Workday

BY DOROTHY KIRCHWEY BROWN

To what extent is the United States showing this same tendency--this conviction that shorter hours are good policy? In April of this year a report was made in the *Survey* showing the progress that had been made toward shorter working hours in the United States in 1915. This article concludes by stating that "in the last ten months nearly 100,000 men and women have won the eight-hour day." The following will show how the promise of the year 1915 has been carried out in 1916.

Information has been obtained from state bureaus of labor, from chambers of commerce, from trade unions, from individual firms, and the net result is a realization of the nation-wide sweep of the movement to shorten working hours and to penalize long hours by treating them as overtime. This movement is shown in cases where unions are powerful and have forced concessions from employers; it is shown in partly organized trades where employers have granted shorter hours to forestall demands already imminent; it is



shown quite as markedly in the numerous cases where the employees, though not organized at all, have been given shorter hours through the entirely voluntary action of their employers. Comprehensive statistics are not obtainable on this subject; records are kept of current events by only a few of the state statistical bureaus; trade union memberships vary from day to day, so that it is almost impossible to report definitely how many men were affected by the shorter hours.

The best figures we have, however, come from the annual report of the executive council of the American Federation of Labor, issued November, 13, 1916, and dealing with the 12 months from September, 1915, to September, 1916. . . . A careful study of the figures in the reports of these national and international unions shows that approximately 400,000 of their members had their hours of work reduced during the year. This does not include the potential reduction of hours of the four great railroad brotherhoods by the Adamson law, but does include the 150,000 anthracite coal miners whose hours were shortened April 1, 1916, by the agreement between the coal operators and the United Mine Workers of America. Aside from the miners a conservative estimate gives us some 200,000 of the most highly organized workers in this country whose hours have been reduced in the past year—to say nothing of those who are not organized or whose unions are not affiliated with the American Federation of Labor, who would greatly increase the total. The amount of the decrease ranged from the one hour a week gained by some 80,000 members of the Ladies' Garment Workers' Union, whose weekly hours were reduced from 50 to 49, to 880 stationary firemen whose hours were reduced from 12 to 8.

The workers who benefited most from reduced hours were the teamsters, with an increase of nearly 7,000 members; the garment workers and tailors; the textile workers, 70,000 of whom secured the 54-hour week; the paper-makers and the pulp, sulphite and paper mill workers, whose hours were reduced from 12 to 8, and the electrical workers, lathers, metal polishers and machinists, 40,000 of

the last named now enjoying the eight-hour day.

#### SCOPE OF THE INQUIRY

To find out in great detail what the motives have been which have brought about the shortening of hours by employers where there have been no strikes and where as far as we know there has been no great union pressure brought to bear, letters of inquiry were sent to practically every firm which was reported as having shortened its hours in the past year. A large number of courteous and useful answers were received. Most of them fall roughly into one of these groups; paper and pulp mills, oil refineries, metal and mechanical establishments, and leather and shoe factories, with one or two textile mills.

The paper mills of the United States have this year (1916) introduced an eight-hour shift literally "from Maine to California." This has been due to the fact that in this trade mills are operated continuously twenty-four hours a day for six days in the week, and that the growing influence of trade unions in the industry, as well as the more enlightened opinion among manufacturers, has been turned against the two shifts of twelve hours each, or eleven and thirteen-hour shifts which were formerly the rule. A large group of paper mills in Wisconsin, and others in Hamilton, Ohio, and Michigan, have recently introduced the change to eight hours. Oil refineries all over the United States have reduced hours to eight within the past year. Various factories making one variety or another of metal goods have recently shortened their hours. In the last two months three large shoe and leather factories, two in New England and one in New York, have established the eight-hour day.

#### ATTITUDE OF EMPLOYERS

Of the employers some have merely yielded to the inevitable, apparently considering, as one of them said, that "the eight-hour day has arrived." But certainly with many the change has expressed the real conviction that shorter hours mean increased efficiency and a wiser business policy.

Of those who yielded to the movement,

though unconvinced of its complete wisdom, a prominent company of Kalamazoo, employing twelve hundred people, writes:

"We would frankly state that, while the system is not entirely satisfactory as far as the efficiency of our plant is concerned, it seems to be in keeping with the times and age."

Similarly the American Steam Pump Company of Battle Creek, Mich., said:

"We do not believe in the eight-hour day with ten hours' pay," but with a nine-hour day, they report, "Our experience in this matter has been quite satisfactory."

The Timken-Detroit Axle Company, while expressing doubts of the "straight eight-hour day," has successfully introduced the fifty-four-hour week, affecting four thousand men. And the big Chicago plant of the International Harvester Company reduced its hours from fifty-five to fifty a week, thus shortening the work-day for the largest number of employees (15,000) in any one firm reported on.

A more radical change in hours introduced with a stronger conviction of its benefit to both employers and employees, was reported by the Northwestern Steel Company of Portland, Oregon, whose president wrote: "Our reasons were simply that the time has come for the eight-hour day, and it is long enough for anyone to work." Other firms expressing a similar belief in the justice of the eight-hour day were a Wisconsin paper manufacturer and the Dale Lighting Fixture Company of New York City.

"As to our opinion as to results," writes the former, "we cannot see that we have obtained any better service, but are satisfied that it is better for the men, and we believe that where factories are in operation twenty-four hours continually it is no more than right that the men should have the eight-hour shift."

"We adopted the eight-hour day," said John H. Dale, "because we believe it is the right thing to do by our men. We expect those two hours a day to benefit our people greatly and to pay us good dividends in increased good will and efficiency. Those who oppose the new spirit that is springing up between employers and employees will soon find the results of

their futile opposition recorded on the wrong side of their ledger."

More important still, the Standard Oil Company of California, following the previous action of the Standard Oil Companies of Indiana and New Jersey (10,000 men affected), announced that all their refinery, pipe line and producing department employees were to be put on an eight-hour day, and wrote of this change benefiting between 7000 and 8000 men:

"The action of the directors of our company relative to the eight-hour day was taken for the reason that they believed it the right thing to do for the men in our employ, and was acted upon without any request or suggestions having been made by any of our employees."

Efficiency as well as justice was prominent among the motives leading employers to adopt shorter hours. The Ford Motor Company, with its 30,000 employees, bears telling testimony to the effect of the eight-hour day in practice:

"The improvements noticed among our men in the way of increased efficiency, increased production, better habits of citizenship and thrift, may be jointly attributed to the reduction of nine to eight hours per day and also the profit-sharing plan and other minor welfare features, and cannot be attributed to any one of them in particular. We do, however, feel that the eight hours per day has particularly predominated the increased production, degree of efficiency and the reduction in labor turn-over. It is our candid opinion that working year in and year out a man can do more in eight hours per day than in a larger number."

Among shoe manufacturers a large and well-known New England firm—the W. H. McElwain Co.—introduced the eight-hour day in December, 1916, affecting between 6,000 and 7,000 employees, with the brief comment: "It was felt by the directors to be wise business policy."

Practically all these changes took place without reduction of wages.

No more striking example of the employers' new attitude toward the eight-hour day can be found than a letter from George F. Johnson, of Endicott, Johnson & Co., Endicott, New York, the largest makers of leather shoes in the world.

Twelve thousand employees affected by this reduction to eight hours on November 1, 1916, held a great eight-hour parade in celebration.

#### A SHOE MANUFACTURER'S TESTIMONY

Mr. Johnson writes: "Our purpose in establishing the eight-hour day was to make proper recognition of the fact that, in a prosperous business like ours, the more people participating in the prosperity, the greater the benefit of same. As our business has grown and prospered, we have recognized this principle: All of the workers should share in the prosperity.

"We have no theories about the eight-hour day. Never have had. We think the eight-hour day has 'arrived.' We think it is a mistake for employers of labor to dispute it. We agree with the President, 'Society has set its seal of approval upon the eight-hour day.' The sooner it is recognized, universally (so far as possible), the better for all concerned, and the sooner the proper adjustment can be made.

"So far as we are concerned, it was the greatest pleasure in our lives to grant the eight-hour day voluntarily, without reduction in wage, and we sincerely hope that it may be made possible for us to still further improve, constantly, the working conditions, and the wage of all our working partners.

"Finally, to sum up, it was simply our honest desire to improve conditions and increase the wage of the people in our employ, just as fast as we feel safe in doing it. Meaning, of course, that we must meet competitive conditions, and safeguard the business always. What it is possible for a concern to do, who are noncompetitive, may not be possible for us to do; but we shall, as above stated, keep constantly before us the wish and the fervent hope that we may improve conditions for all, with a proper regard for the rights of the consumer."

There indeed is the new spirit in industry. It sums up a feeling of which one catches glimpses in many industries and many states from the Atlantic to the Pacific. It gives in more detail the general principle already quoted from the

letter of the Northwestern Steel Company of Portland, Oregon, "The time has come for the eight-hour day, and it is long enough for anyone to work."—*The Survey*.

#### When Wise Men Disagree

Joint Meeting of the American Economic Association, the American Sociological Society, the American Statistical Association, and the American Association for Labor Legislation.

BY JOHN R. COMMONS

University of Wisconsin

When I asked an eminent economist what he considered the most significant thing in the meetings of the "learned societies" this year, he said, "the talk about coercion; they used to discuss the voluntary phenomena of society." And a Columbus woman who had been attending the meetings thought these were all associations organized to deal with legislation. So I counted the topics on the joint program of the four societies and found twenty that seemed to deal with governmental action and twenty-two that seemed to deal with voluntary action.

Just then, however, the man who was announced to speak on *The Place Which Accounting Should Occupy in Any Scheme of National Preparedness*, arose. I soon found that instead of talking about voluntary accounting where I had listed him, he was going beyond the limit of coercion. He was an accountant, and not an economist, and he proposed to have the Federal Trade Commission prescribe and enforce systems of accounts for about every business man, partnership and joint stock company in the country. His argument was good, but naive. The nation would then be in a position to show business men of the country how terribly inefficient they really are, he said, and by compelling them to know what their costs actually were, would induce them, without further coercion, to become efficient. So the accountant becomes the all-pervasive functionary of a supposedly efficient government.

At this point my eminent economist friend threw up his hands and went down

under the tidal wave of coercion, while I revised my count of topics and found that twenty-one of them dealt with government action and twenty-one with voluntary action.

This question of efficiency bobbed up everywhere. Father Ryan, of the Catholic University at Washington, told how a prominent business man, now member of the Federal Trade Commission, had come to that commission with a feeling of opposition to the Sherman anti-trust law. When, however, as a member of the commission, he discovered how inefficient business men are, he changed his position. He saw that, without that law, business men would cover up their inefficiency and throw the cost of it onto the public by resorting to monopolies, agreements to stop competition and other forms of what is now rather facetiously called co-operation.

As a kind of finishing touch to this indictment of business efficiency, Professor Dotten, chairman of a minimum wage board in Massachusetts, showed how the action of that board in raising the minimum wage of women workers some \$2 or \$2.50 a week, had coerced, as it were, the business men of that line of industry into a thorough study of their own incompetence. It was up to them to quit taking their inefficiency out on the living wage of women and girls.

So, our naive accountant was not so far off the track, after all. Only he started at the back end. Instead of compelling the business man to keep governmental accounts the minimum wage law compels him to pay living wage, and then he voluntarily keeps his own scientific accounts that he may find out his costs and locate the inefficient spots.

This efficiency proposition took another direction in the hands of Professor Taylor of the University of Wisconsin, under the head of Two Dimensions of Economic Productivity. He had induced some fifty farmers in a certain neighborhood to keep accounts for a year or so. He had worked out standard units of measurement so that the relative efficiency not only of farmers, but also of cows and acres of land, was apparent.

But, on the whole, there was impatience

with the papers that tried to play up and work out these precise measurements. The discussions from the floor broke away from the topic and went after the questions, What is the use of being efficient? What do you mean by efficiency? The old discussions of economic theory regarding the "production" of wealth and its antithesis to the "consumption" of wealth, have now taken this new form—the antithesis between efficiency and liberty. Why be efficient and produce more wealth if you have to do it the way somebody else tells you is the only way? Maybe you would like to be an efficient consumer of wealth.

This issue was precipitated at the very start of the joint sessions of the four associations by the presidential address of Professor Carver, of Harvard University. He seemed to get back to the idea that The National Point of View in Economics is solely the standpoint of the greatest net production of wealth. Hence consumption of wealth and the happiness of individuals are relegated. Likewise ethics, fair distribution of wealth, such terms as "ought" and "rights" and "duties" have no place, from the national standpoint. The nation must survive in the struggle of nations. Survival, efficiency, production, *not* justice, liberty, happiness, are the national points of view.

By these conclusions Carver stirred up the whole menagerie. Evidently "efficiency" needed definition. Apparently the associations were wrestling with several kinds of efficiency—for example, the coercive efficiency of government and the voluntary efficiency of people.

This swing toward government action would have been even more pronounced than it was had not the Political Science Association this year gone off by itself and held its meetings in Cincinnati. The Economic Association tries to be non-committal and academic on these questions. It is a forum, not a hustings. For this reason propagandist associations have been splitting off from it. One of these has definitely committed itself to the promotion of governmental action. This is the Association for Labor Legislation. Its president, Irving Fisher, of Yale University, under the heading, The Need

for Health Insurance, gave what will doubtless prove to be the most telling brief summary of the case for use in propaganda. After his well-known fifteen years of study of the preventability of sickness, he is convinced, he says, that the great virtue of universal compulsory health insurance, "for decades, perhaps for centuries to come, will lie in the prevention of illness." Then he showed how "the immediate financial motive to reduce illness" will operate upon localities, upon trades, upon employers and upon employees. Incidentally did he bring out the point that, by the elimination of casualty companies and the substitution of the mutual associations provided in the "močel" bill of the association, the cost of collection, of advertising, and other costs of securing business, as well as lapses and necessity for accumulating a large actuarial reserve, would be entirely eliminated.

The main contribution to an understanding of the proposed legislation was made by Dr. Alexander Lambert, chairman of the Social Insurance Committee of the American Medical Association. While it is the profession of the accountant that is raised into social significance in the case of minimum wage legislation, it is the physician who becomes a social functionary in the case of health insurance. The whole problem resolves itself into how to get, keep and organize the doctors for cure and prevention of illness. The issue was brought out quite clearly by Dr. Lambert, and his own position and that of the association was unmistakable. Instead of making the physician a government official, subject to all that we know under the head of "politics," the physician is to be employed either by the individuals or by the mutual associations of individuals who actually pay their own money into the funds. The compulsory activity of the state is not to be used to build up a new "machine" of government doctors, but is to be used to induce individuals and associations to choose freely their own doctors. The doctor shall then not only treat illness, but also act as referee to decide whether the sick man shall go "on the fund" and when he shall go back to work. Here is, of course, a crucial point in the health insurance program, and Dr. Lambert's explanation of the bill covers all its details.

A new line of labor legislation was brought to the front at this meeting. It was introduced by William B. Dickson, of the Midvale Steel and Ordnance Company.

Mr. Dickson stated forcibly his views of the hardship, monotony and brutalizing effect of the twelve-hour, seven-day system in the steel industry, in which he has been a prominent executive both in the United States Steel Corporation and in the company of which he is now vice-president and treasurer. The only remedy that he could see, after several years of unsuccessful effort toward bringing his colleagues in the industry to a voluntary agreement, was that of a federal law limiting the hours of labor in the continuous industries to three shifts of eight hours each, instead of two shifts of twelve hours. Mr. Dickson's presentation of the need for such a law was practically conclusive. The details of the proposed bill were submitted and discussed by the writer of this report. John A. Fitch, of the *Survey* magazine, who is the leading investigator on the subject, and who represented the American section at the international conference on continuous industries at London in 1912, showed the origin and progress of the one-day-rest-in-seven movement.

The extensive interest of the associations in the field of agricultural economics and sociology was shown by the many topics discussed under this head. The matter was thrown open by President George E. Vincent, of the Sociological Society. Either a nation of small farmers doing their own work, absentee farmers leaving the work to tenants, or large farmers with hired laborers, are the alternatives in this country for future agricultural development. Professor Ely, of Wisconsin, shattered some of the traditional economic theory of land and rent. He proposed a classification of land and cooperative studying of the actual facts, preparatory to programs of legislation. So prominent was this subject of rural economics and sociology, and so numerous the students of the subject, that the association resolved to provide an organization for investigation.

But the most striking event of the sessions was the proposal of Professor Sprague of Harvard University, that modern nations finance their wars by immense income taxes; by taxes on luxuries instead of loans and huge debt-burdens on future generations. Supported by his thorough economic analysis and by the evident justice of commandeering wealth when we proceed to conscript labor, Sprague's proposal won very general assent. — *The Survey*.

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## Mediation, Conciliation and Arbitration

In the House of Representatives on Feb. 5 Mr. Adamson introduced H. R. 20752, an act to amend the Mediation Conciliation Act approved July 15, 1913.

"The purpose being to authorize the President to protect the operation of trains in time of peace, and to take possession of the common carriers and draft their crews and officials in time of war, and for other purposes."

The Arbitration Bill, approved July 15, 1913, was published in the December JOURNAL of that year, and the Adamson Amendment, so far as it pertains to arbitration, proposes a new section:

### INVESTIGATION

"Section 12. That whenever a controversy shall arise between any employer and his or its employees which can not be settled through mediation and conciliation or by arbitration, in the manner provided in this Act (July 15, 1913), the President shall be notified by the Board of Mediation and Conciliation. The President shall thereupon add to said board four members, two from representatives

of employees and two from representatives of railroad officials, and to the said board as thus temporarily constituted the controversy shall be immediately referred.

No person having a direct pecuniary interest in the controversy may be a member of the board.

The board shall forthwith proceed to ascertain, so far as this is possible, all the facts and circumstances in the controversy."

### PUBLISH THE FACTS

"As soon as may be, and in no event later than three months from the date of the reference of the controversy, the board shall submit to the President a full report of its findings of fact, including its findings as to cause of the controversy, together with a recommendation for a settlement according to the merits and substantial justice of the case, which report shall be forthwith published."

### SECTION 2 OF THE AMENDMENT

"Sec. 2. That on and after the approval of this Act any person or persons who shall knowingly and willfully obstruct or retard, or aid in obstructing or retarding the passage of the United States mail, or any carriage, horse, driver, or carrier carrying the same, or the orderly conduct or movement in the United States of interstate or foreign commerce, or the orderly make-up or movement or disposition of any train, or the movement or disposition of any locomotive, car, or other vehicle, on any railroad in the United States engaged in interstate or foreign commerce, shall be deemed guilty of a misdemeanor and, for every such offence, shall be punishable by a fine not exceeding \$100, or by imprisonment for not exceeding six months, or by both such fine and imprisonment; and the President of the United States is hereby authorized, whenever in his judgment the public interest requires, to employ the armed forces of the United States to prevent any obstruction or retardation of the passage of the mail, or of the orderly conduct of movement of interstate or foreign commerce in any part of the United States, or of any train, locomotive, car, or other vehicle upon any railroad in the United States engaged in interstate or foreign commerce."

### FORCE, AT DISCRETION OF PRESIDENT

The Congressional Committee in reporting the proposed amendment leave no room for doubt as to the intent of the measure, as they state specifically that the President of the United States may enforce the law by the employment of armed forces when necessary to prevent

any obstruction or retardation of interstate commerce. They inject no clause deterrent upon the employer, while they fix penalties of \$100, or six months' imprisonment, or both, upon the employees, and have empowered the President to coerce the employees by force of arms, and say that they did not deem it wise to seek to prohibit strikes and lockouts.

#### ACT OF JULY, 1913, SEC. 8

They place these restrictions without in any sense intimating that the fifth paragraph of Sec. 8 of the law they propose to amend reads as follows:

"Nothing in this act contained shall be construed to require an employee to render personal service without his consent, and no injunction or other legal process shall be issued which shall compel the performance by any employee against his will, a contract for personal labor or service."

#### THE CLAYTON AMENDMENT

They ignore the fact that the Clayton Amendment to the Sherman Anti-Trust Law declares that Labor is not a commodity, and that employees have the right to do any act or thing which might be lawfully done in the absence of a dispute concerning terms and conditions of employment.

And yet if this amendment is passed, and a controversy were under investigation by the board of arbitrators, with three months in which to make a report, with no restrictions upon the employer, he could discharge every active worker in the organization which brought on the controversy, and labor would have no redress, except to strike, and assume the responsibility of the fines, imprisonment, and the coercion of the army if the President were disposed to use it.

#### EMPLOYEES COULD NOT RESIGN

The employees could not actually resign from the service of the company without being in conflict with the provisions, "Any person or persons who shall knowingly obstruct . . . interstate commerce." Though a legal right, it would in all probability interfere with the smooth movement of commerce, and the courts predicating the whole law with the coloring of the language of the Amendment, there is little doubt that the employer

could easily find a judge to issue an injunction, and to prevent the employees from exercising that legal right, and that they would be held in involuntary servitude, until an appeal to a higher court gave relief, as was the case with the noted Northern Pacific Ry. in 1894, when the court modified the writ of injunction of Dec. 22, 1893, by striking therefrom the words, "And from ordering, recommending, approving or advising others to quit the service of the receivers of the Northern Pacific Railroad Jan. 1, 1894, or at any other time."

#### NO STRIKE ORDERED

The court on investigation discovered that the officers of the organizations do not order or advise members to quit, and that it is their province to consent, or oppose, when two-thirds of the members employed have voted to quit unless conditions are improved, and at this juncture they must get the consent of the head of the Order, otherwise they would be expelled for violation of the law of the organization, an evidence that there must be something radically wrong or there would not be a unanimous desire to quit any service.

After thoughtful study, we conclude that the proposed amendment is vicious in its denial of the liberties of those who render service, and who by every moral right should have a voice in deciding what are right conditions of service, and what is a reasonable price for such service.

#### A MISFIT ARMY MEASURE

Sec. 3 of the amendment is in no sense germane to the subject of mediation or arbitration, and is properly an amendment to the Army Bill H. S. 17498 approved in August, 1916. It authorizes the President in case of actual or threatened war, insurrection, or invasion, etc., to take possession of the telephone, telegraph and railroad lines in the United States, nor to "the President's proclamation drafting them into the service"—subject to all the restrictions imposed by the rules of war. "Nor to the fine of \$1,000, or imprisonment for not more than one year, or both, at the discretion of the court," for failure to respond to such call, but they do object to a war measure

as a rider to a peace measure. It is unfair not only to employees, but to many congressmen who otherwise would not vote for the Mediation and Arbitration Amendment, but would dislike very much to be considered disloyal in voting No to this unjust combination.

#### EMPLOYEES AS LOYAL AS EMPLOYERS

Organized labor will have no objection to the President taking over the railroads and telegraph lines in case of actual or threatened war or invasion, but public safety and emergency coupled to an arbitration law is susceptible of too wide a construction to expect the laboring classes not to protest. Whatever is proposed as a law to govern mediation or arbitration should have sufficient merit to stand the test even of congressional opinion, and need no legislative trick of a rider character to secure its passage.

#### ORGANIZATIONS FAVOR INVESTIGATION AND PUBLICITY

The proposition for a commission of mediation and conciliation was suggested by the officers of the four organizations.

They want practical men on the commission appointed by the President when selected with tenure of office like that of the courts. One half, men who have had experience in the operation of railroads, and the other half, men who have had experience in train and engine movements, so that the commission would be composed in its entirety of men fully acquainted with the interests and duties of the great transportation business of the country, and be able to judge rightly and fairly the merits of any controversy which might arise between the managers and their employees, and give their findings to the public, if their findings were rejected by either party.

We believe, however, that there are members in both House and Senate that will recognize the injustice of the conditions fixed in the proposed amendment, to prevent its adoption in its present form.

But in the meantime it becomes the duty of all the men interested in the equity of law framed for the special purpose of governing their relations with the conditions of service they are to perform, to tell their Congressman and their

Senator what they think is fair, and to demand fair play regardless of anybody's millions, but morally right, and in recognition of the fact that it takes two to make a bargain for service, and that one may quit that service without being penalized or imprisoned.

We want nothing but justice, and we have as good a right to demand it as any other class, and we should not stand idle while others make laws which deny liberty and equality to those who render service, public or private.

#### Organized Labor and the Public

If the public would take the time to investigate what organized labor has accomplished for the common good of humanity, and compare it with what has been done by the Chambers of Commerce with their one aim of expanding business, the public would discover that the humanizing of law in every state, the safety to prevent injury, restrictions upon sweatshop practice in the interest of health and decent treatment, state insurance laws to prevent state charges, aside from the fact that securing better wages and better conditions for service has advanced the commercial interests of all classes in business, because they were better buyers, having both need and means, not because of the liberality of the employing class, but because organized for a common interest they were in a condition to demand a fair return for the service they rendered. As to the classes in railroad service with which they concern themselves, we give one illustration following a suggestion that cannot be controverted—that men employed in this service are better, morally and efficiently, than would be possible had it not been for the influence of organizations which stand for "Sobriety, Truth, Justice and Morality."

The one illustration is the care of our own members and their families, and to such an extent that there are no public charges associated with, or related to, this organization. The B. of L. E. has its own insurance department. There were 86 death claims in the month of January, 1917, the beneficiaries receiving \$189,750.00; of these claims 12



members were killed on duty, the beneficiaries receiving \$27,000.00. Four were maimed for life, and they received \$10,500.00. The February report shows that there were 87 deaths, and 7 disability claims amounting to \$215,250.00; of these 18 were killed on duty, whose beneficiaries were paid \$43,500.00 and the 7 for loss of limb or eye were paid \$19,500.00, which will keep them until they can fit themselves for such service as they may be able to do in their crippled condition to help make a living. The report for March JOURNAL, which closes on the 18th of each month, shows a still larger accidental and injury list.

Total deaths 122. Total paid to beneficiaries \$283,500.00; of these 18 were killed on duty. The beneficiaries receiving \$41,500.00. Two were injured, resulting in loss of arm for one and foot for the other, to whom was paid \$4,500.00.

And this is incidental to the business of traffic on the public highways (the railroads) the employees of which the U. S. Chamber of Commerce, which means all these chambers, are doing all they can to tie to their jobs, with no means left them to influence better conditions of service.

### United States Chamber of Commerce

At the fifth annual convention of the United States Chamber of Commerce held in Washington, Feb. 5th, it was announced that a proposed "Can't-Strike" law, which had been submitted to affiliated organizations for a referendum vote, had been approved.

These business men insist that the public be represented by a majority of the members of boards of investigation. — *Weekly News Letter*.

From the attitude of the United States Chamber of Commerce, which in fact is the wirepulling political body of the chambers of commerce of the various business centers of the country, we conclude that "the public be represented by a majority on boards of investigation" means members of that association, so far as they can bring that about, and the report of the Congressional Committee on the arbitration law reads as though they had listened more to the chamber of commerce representatives than to either the railroad managers or the employees who are most interested. The employees want practical men who know the difficulties and hardships of the transportation business, and what would conduce to not only peace, but efficiency in serving the public.

Boards of investigation, composed of a majority of men who see only the profit side of the controversy, would not bring satisfying results to any class, and an investigation board composed of men out

of harmony with both the parties to the controversy, leaving them with no voice in it, would be unjust to both, even if it brought a "Can't Strike" result. No dissatisfied condition of service makes for efficiency, and that is the needed element in transportation business.

### Anti-Strike Legislation in Other Countries

We present a synopsis of the laws of many other countries on the subject of labor legislation relative to employment controversies, and owing to the Congressional effort to enact severe restrictions on the rights of men in train service in our own country, the matter found in the Labor Digest Department, this number, ought to be of more than usual interest.

It will be observed that the employer is penalized wherever labor is, in nearly every country.

It may be said that the laboring man has little if any liberty of contract in either France, Italy, Russia or Switzerland. The army is used to suppress strikes in all of them. Switzerland, being classed as a democratic country, is most disappointing, but the army of that country is officered by the wealthy class, manufacturers and business men or their sons, and the influence there appears to be what the Manufacturers' Association is here, and in that case labor stands a poor chance of securing either good wages or good hours. The dollar holding the balance over the ethical in human affairs.

### Law Makers—State and Nation

The *United Press* makes the statement that there are 40 union men members of the Pennsylvania Legislature this winter. "These members say that the House is the battle ground, and that little trouble is anticipated in the Senate with anything they can put through the House.

One of the Dakotas elected farmers in sufficient numbers to organize the legislature and run the whole political business of the state legislature, and no doubt it will be a very great improvement over the usual personnel of legislatures. They were elected as a class to carry out certain principles of conducting the business of the state, and to enact laws for all the people, and it has the appearance of an innovation that will so commend itself that other states may wake up and follow their example. It is time we had more good sound thinkers in our legislatures that are not there because they are lawyers, and it is assumed that they know better how to construct proposed law to make it legal and equitable.

If that assumption is true in a large sense, why are there so many defective laws? The farmer, the engineer, the

miner, and man who earns his living be a mixture of physical and mental activities, may not know the Latin phrases, but he is a man of high mental calibre or he would not be elected to the legislature, and he will know as much about conditions that are equitable as any man can who is educated to pick flaws in law so that he can get a fee for it, and there ought to be more men in our legislatures who represent the constructive class in business men who want law that is just to all concerned, and which cannot be dethroned by either lawyers or the courts. Most of the legislatures seem to think they are not making a place for themselves if they do not put some legal proposition in the legislative hopper, and then grind away until they are run through by the dozen, only to make more legal hash for lawyers to analyze, so that the people may at some later date know what the new law means when applied. Pennsylvania will not be harmed by having 40 or any other number of laboring men in its legislature. Whatever law is passed by their present legislative body is to be wholesome and needed; they may not be able to control, but they can watch the program, and enough to watch prevents many things happening that are undesirable. There is not a state in the union that if the laboring men and other classes of home workers would join forces could not have a good watch guard over their own interests in the legislature.

As the men in the transportation department of the railroads have been pushed into a political situation not of their own seeking, it becomes consistent for them to federate their ballots to the end that we have enough friends in each legislative hall to see that laws that are proposed are at least not inimical to our common interest. The assumption of courts of powers not given them by the constitution calls for a lot of new faces in our state and national capitols to assist in rightly defining the powers of both the legislature and the judiciary. We suggest that our members keep in mind the great need of non-partisan efforts to elect men to the legislature whose fitness is gauged by their honesty and intelligence, whether they know Latin or not.

### When Wise Men Disagree

We present on page 258 a report by John R. Commons of a joint meeting of the American Economic Association; Sociological Society; Statistical Association and the Association for Labor Legislation. They discussed the inefficiency of accounts to show cost of product; with a suggestion that the Government prescribe a compulsory mode. The next speaker told how efficient business men are as dodgers

of responsibilities when they could make money by it. This speaker was followed by one who told of the Massachusetts minimum wage for women and the increase which resulted, and suggested that it was time for business men to quit applying their efficiency, to taking out of the living wage of women and girls, and that he should look for leaks in his cost in some other factor of his business.

Then they got on to the subject of efficiency, with their minds set on the coercive efficiency of government and the voluntary efficiency of the people. They seem to have seen their interests interfered with, but have nothing to say against the same principle when an efficient mark is set for labor; that is the difference in the viewpoint as seen from personal interest.

The next deals with the elimination of casualty companies, and the substitution of compulsory health and accident laws, and deals with it from the standpoint of the self-interest motive, contending that it would secure more safety appliances and greater care in the direction of health because it would lessen the cost of such security.

Another speaker contended, and rightly, that the state should not assign doctors under compulsory health laws, but let the doctors stand on their own merit as medical men. Railroad men know what results from assigned doctors, very likely students with a pull and no experience.

Next comes a very interesting subject—labor legislation. A representative of the Midvale Steel Co. advocated a law making eight hours a day, or three shifts where the plant is run continuously.

The interests of the farmers were discussed, and Professor Ely, of Wisconsin University, got in with some of his peculiar ethics, and seems to have given the subject a chill.

The subjects are well worth a perusal, as they show that the public are becoming aroused to the fact that there is something needed for a common good that modifies self-interest.

### LINKS

A UNION meeting is to be held in Fort Worth, Texas, April 10, 11 and 12, 1917, under the auspices of the B. of L. E., O. R. C., B. of L. F. & E., B. of R. T., and the Ladies' Auxiliaries of these Orders. An urgent invitation is extended to all the officers and all members of these organizations to attend and enjoy the hospitality of the members in Texas. Come and partake of the real Texas welcome that awaits every one in attendance.

Fraternally yours,  
M. F. BARRETT, Chairman,  
Terminal Hotel, Ft. Worth, Tex.

BRO. CHARLES U. JOY, of Div. 57, Providence, R. I., recently had the honor of being appointed master mechanic on the Old Colony Division of the N. Y., N. H. & H., which covers the south-eastern part of Massachusetts and north to Fitchburg, with headquarters at Taunton, Mass.

Brother Joy began firing on this division in 1890, was promoted in 1895, and after ten years of success as an engineer was in 1905 appointed to the position of chief air brake instructor, and being a man of even temperament he has won a host of friends of the lasting kind, among the officials as well as the rank and file.

Brother Joy was initiated in Div. 75 Oct. 21, 1899. On account of his official position he has not found it convenient to attend the meetings of late, but he has been one of our very best members, always willing to do his best for the B. of L. E. as well as for the individual men under his jurisdiction. His many friends feel at this time that the company has made a wise selection in choosing him for the position, and the members of Div. 57 extend to him the best of wishes for his future success.

Fraternally yours,  
D. C. HORTON.

It is with a great deal of satisfaction the membership of Div. 609 learn of the appointment to the position of road foreman of equipment of the Oklahoma division of the C. R. I. & P. Ry., of our most esteemed Secretary and Treasurer, Brother Joe Kanaster.

What Div. 609 lost in a secretary and treasurer, the members and employees in general coming in contact with Brother Kanaster on the Oklahoma division have gained.

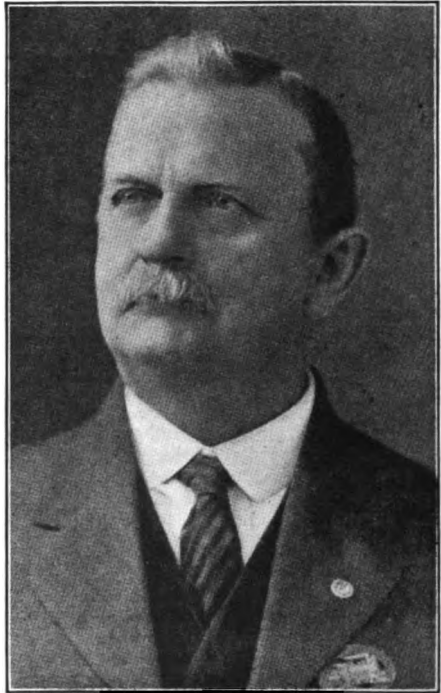
It is the humble opinion of the writer, that few men are possessed of as many qualifications to make a successful road foreman of equipment as Brother Kanaster, both from the standpoint of the company and the employees.

The members of Div. 609 wish Brother Kanaster every success. M. L. B.

WE have just been advised that Bro. Frank E. Wood, First Grand Assistant Engineer, has been appointed Commissioner of Labor and Industrial Statistics of the State of Louisiana, by Governor R. G. Pleasant, and the officers and members of Calcasieu Div. 755, of which Brother Wood is a loyal member, wish to congratulate, not only Brother Wood, but the Governor as well, in his selection of one so well qualified to discharge the duties of such an important office. Brother Wood took oath of office immediately upon appointment and qualified for same.

Realizing that possibly some conditions might arise whereby he would wish to again return to 'his first love,' Brother Wood asked for a leave of absence until January 21, 1921, and it is more than gratifying to say that it was cheerfully granted, with the privilege of retaining his seniority rights during the intervening time.

Brother Wood has been very active in the welfare of not only the B. of L. E., but has always been ready and willing to help and counsel with men of other crafts also, and the fruits of his labors are known to many of us. For the last quarter of a century he has been defending



Bro. F. E. Wood, Div. 755

the "other fellow," and for ten years of that time has been General Chairman of the G. C. of A. on the New Orleans, Texas & Mexico R. R. (Gulf Coast Lines) east of Houston, Texas, and has been Secretary-Treasurer of the Louisiana State Legislative Board of the B. of L. E. since its organization.

While we dislike to lose his services as a co-laborer, we are glad to see this honor and distinction conferred upon a loyal member of this Brotherhood, and no one is more capable or deserving of the honor than Brother Wood.

His many friends throughout the country will join with us in wishing him success in his new field of endeavor.

B. MALEZEWSKI, S.-T. Div. 755.

ON January 1, 1917 Bro. R. C. Miller resigned his position as Secretary and Treasurer of Div. 406. Brother Miller joined the B. of L. E. in Cream City, Div. 66, on March 13, 1883. When Milwaukee Division was organized, in 1889, he transferred to that Division as a charter member. On March 13, 1898, he became F. A. E. of Div. 406, holding that office continuously until he resigned recently on account of ill health. Brother Miller has also held other positions of public trust in the city of Milwaukee.

Brother Miller's fine personality reveals the many good qualities of his nature. His good wife still enjoys fair health, and it is the wish of their many friends here, and wherever they are known, that kind Providence will extend their time among us as long as it is consistent with their welfare and happiness.

Yours fraternally,  
JOHN J. LAWRES, Div. 406.

MT. CARLTON DIVISION 576, B. of L. E., and Mt. Baldy Division 327, G. I. A. to the B. of L. E., will hold their eleventh annual St. Patrick's Day ball at Jones Hall, Hillyard, Wash., Saturday evening, March 17.

Owing to dancing having to stop at midnight the orchestra will be on hand and start playing promptly at 8 p. m., and everyone is urged to arrange to be at the hall early.

Reemer's union orchestra of five pieces will furnish the music. The best of order will be assured.

J. D. LEFEVRE, S.-T. Div. 576.

THROUGH the courtesy of our genial Second Grand Assistant Engineer, Brother James C. Currie, who paid the Grand Office a visit recently, we are in receipt of the very creditable annual report of the Health Insurance of Division 53 for 1916.

It shows cash on hand, Jan. 1, 1916, \$1,067.52; receipts during year, \$7,949; interest, \$21; making total of \$9,038.34. Amount paid out, chiefly in the form of sick benefits, amounted to \$8,016, leaving a balance in the treasury on Jan. 1, 1917, of \$809.59. T. P. W.

BRO. J. E. OWEN, of Div. 31, who was retired from service some time ago by the B. & O. Railroad Company, on account of ill health, paid the Grand Office a visit the other day. Since his retirement his health has improved, and he is now in the business of selling watches, jewelry, and other supplies for railroad men's needs. He is located at 905 Euclid avenue, Cleveland, O., and would be pleased to pay particular attention to railroad men's trade. EDITOR.

## SPECIAL NOTICES

SAC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of John Barry, aged 56 years, locomotive engineer for the Burlington in the 90's, residing at times at Alliance, Neb., and Sheridan, Wyo. Related to the Bates family of Princeton, Ill. Address, Wm. E. Bates, Court House, Minneapolis, Minn.

Wanted—Information as to the whereabouts of one Randal Cronin, who ran an engine some twenty years ago on the Clover Leaf out of Charleston, Ill., and at that time belonged to Div. 245. Any information will be thankfully received.

E. J. Smith, Div. 343, 1218 S. Gibson st., Princeton, Ind.

## OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Norwalk, O., Jan. 17, chronic valvular heart disease, Bro. J. C. Butler, member of Div. 3.

Utica, N. Y., Jan. 19, pneumonia, Bro. Patrick Welsh, member of Div. 14.

Rochester, N. Y., Jan. 20, Bright's disease, Bro. Wm. B. Nicol, member of Div. 18.

Bloomington, Ill., Dec. 24, collision, Bro. Walter Trimmer, member of Div. 19.

Bloomington, Ill., Dec. 16, fell from engine, Bro. O. H. Wilson, member of Div. 19.

Memphis, Tenn., Jan. 17, scalded, Bro. Henry B. Benson, member of Div. 23.

Columbus, O., Jan. 25, Bro. John Reinhart, member of Div. 34.

Columbus, O., Jan. 14, tuberculosis, Bro. C. S. Norris, member of Div. 34.

Gorham, N. H., Jan. 20, heart failure, Bro. Wallace Mason, member of Div. 40.

Albany, N. Y., Jan. 21, pernicious anemia, Bro. S. Lawrence, member of Div. 46.

Wellsville, N. Y., Jan. 24, cancer, Bro. M. L. Rice, member of Div. 47.

St. Louis, Mo., Jan. 31, Bright's disease, Bro. E. McLaughlin, member of Div. 48.

Hazelwood, Pa., Jan. 18, old age, Bro. John Mitta, member of Div. 50.

Goshen, N. Y., Jan. 15, heart trouble, Bro. Jas. M. Haggerty, member of Div. 54.

Albany, N. Y., Jan. 10, heart trouble, Bro. M. N. Stewart, member of Div. 58.

Springfield, Mass., Jan. 25, bronchitis, Bro. Homer Bartlett, member of Div. 63.

W. Springfield, Mass., Jan. 22, blood poisoning, Bro. E. L. Reed, member of Div. 63.

So. Byron, Wis., Jan. 27, acute dilatation, Bro. Wm. D. Ballard, member of Div. 66.

Milwaukee, Wis., Jan. 22, heart disease, Bro. Chas. R. Burdick, member of Div. 66.

London, Ont., Can., Jan. 14, Bro. John Irwin, member of Div. 68.

Toronto, Ont., Can., Jan. 4, old age, Bro. John Adama, member of Div. 68.

Philadelphia, Pa., Feb. 1, ulcerated stomach, Bro. Matthew Slattery, member of Div. 71.

Columbus, O., Feb. 5, bronchial pneumonia, Bro. Taylor Shawver, member of Div. 72.

Dauphin, Pa., Feb. 1, diabetes, Bro. C. W. Sellen, member of Div. 74.

Harrisburg, Pa., Jan. 16, paresis, Bro. John Keane, member of Div. 74.

Sioux City, Ia., Jan. 17, hardening of arteries, Bro. E. B. Herrington, member of Div. 82.

Kansas City, Mo., Jan. 12, boiler explosion, Bro. Wm. Hall, member of Div. 83.

Chicago, Ill., Jan. 17, paralysis, Bro. C. A. Dill, member of Div. 88.

Montreal, Can., Oct. 21, heart failure, Bro. O. St. Marie, member of Div. 91.

Water Valley, Miss., Jan. 25, Bro. J. M. Reese, member of Div. 99.

St. Joseph, Mo., Feb. 3, old age, Bro. Patrick F. Powers, member of Div. 107.

Clinton, Ia., Jan. 24, cirrhosis of liver, Bro. R. G. Henshey, member of Div. 125.

Clinton, Ia., Jan. 16, organic heart disease, Bro. Robert Arnold, member of Div. 125.

Flora, Ill., Jan. 17, paralysis, Bro. Peter Cole, member of Div. 127.

Emporia, Kan., Feb. 3, head-end collision, Bro. Chas. Johnson, member of Div. 130.

Newark, N. J., Jan. 26, lobar pneumonia, Bro. J. W. Kent, member of Div. 135.

Jersey City, N. J., Jan. 23, phthisis pulmonitis, Bro. John Mahoney, member of Div. 135.

McKees Rocks, Pa., Jan. 25, heart failure, Bro. J. C. Bostain, member of Div. 148.

Decatur, Ala., Feb. 1, heart failure, Bro. Geo. C. Allen, member of Div. 155.

Jersey City, N. J., Jan. 19, pneumonia, Bro. Wm. P. Brennan, member of Div. 157.

Bayonne, N. J., Feb. 5, acute indigestion, Bro. J. S. Rodenbaugh, member of Div. 157.

Moncton, N. B., Dec. 31, heart failure, Bro. G. B. Storey, member of Div. 162.

Lyndon, Vt., Jan. 17, heart failure, Bro. P. D. Hoye, member of Div. 168.

Ottawa, Ont., Jan. 28, insanity, Bro. Herbert Stagg, member of Div. 168.

Jersey City, N. J., Feb. 2, heart failure, Bro. Thos. A. King, member of Div. 171.

Schenectady, N. Y., Jan. 19, cirrhosis of liver, Bro. Wm. Goggins, member of Div. 172.

Denison, Texas, Jan. 19, carbuncle and diabetes, Bro. Jacob Henry, member of Div. 177.

Memphis, Tenn., Aug. 4, engine turned over, Bro. R. L. Green, member of Div. 182.

San Antonio, Texas, Dec. 23, bronchial asthma, Bro. R. L. Stevens, member of Div. 182.

Highland Park Home, Nov. 25, locomotor ataxia, Bro. C. T. Whitehouse, member of Div. 186.

Stratford, Ont., Can., Jan. 31, hardening of arteries, Bro. Wm. Dyer, member of Div. 188.

Stratford, Ont., Can., Jan. 11, paralysis, Bro. John Tutty, member of Div. 188.

Montpelier, O., Jan. 31, derailment of engine, Bro. Ed. T. Norman, member of Div. 218.

Salt Lake City, Utah, Jan. 19, Bro. J. D. Bell, member of Div. 222.

Tacoma, Wash., Feb. 1, heart failure, Bro. M. S. Rogers, member of Div. 238.

Sarnia, Ont., Can., Feb. 1, typhoid fever, Bro. Arthur Neal, member of Div. 240.

Sarnia, Ont., Jan. 20, typhoid fever, Bro. Geo. A. Lockhart, member of Div. 240.

Elkhart, Ind., Jan. 26, pneumonia, Bro. M. B. Shea, member of Div. 248.

Pottsville, Pa., Jan. 9, concussion of brain, Bro. Louis Oxley, member of Div. 263.

Conneaut, O., Jan. 24, killed, Bro. N. H. Bowker, member of Div. 273.

Vashon Is., Wash., Feb. 1, Bright's disease, Bro. Chas. Brebner, member of Div. 274.

Grand Rapids, Mich., April 5, operation, Bro. Wm. Wells, member of Div. 286.

Grand Rapids, Mich., Jan. 8, diabetes, Bro. G. H. Ferry, member of Div. 286.

Green Bay, Wis., Feb. 6, general breakdown, Bro. W. K. McFayden, member of Div. 297.

Omaha, Nebr., Aug. 12, septicemia, Bro. P. J. Duffy, member of Div. 303.

Jacksonville, Fla., Dec. 21, killed, Bro. C. W. Coxwell, member of Div. 309.

Jacksonville, Fla., Dec. 31, killed, Bro. E. M. Lee, member of Div. 309.

S. Braintree, Mass., Feb. 6, pneumonia, Bro. C. A. Fenderson, member of Div. 312.

Clinton, Ill., Jan. 11, heart trouble, Bro. Homer Davis, member of Div. 315.

Atlanta, Ga., Jan. 26, blood pressure on heart, Bro. J. D. Harp, member of Div. 323.

Pittsburgh, Pa., Jan. 19, bullet wound, Bro. Edward Wright, member of Div. 325.

Buffalo, N. Y., Jan. 15, heart disease, Bro. H. J. Webster, member of Div. 328.

New London, Conn., Jan. 4, blood poisoning, Bro. Frank S. Larkham, member of Div. 348.

Martinsburg, W. Va., Jan. 31, tuberculosis, Bro. B. R. Sanders, member of Div. 352.

Kankakee, Ill., Jan. 18, cancer, Bro. G. H. Keil, member of Div. 354.

Dade City, Fla., Jan. 11, softening of the brain, Bro. J. B. Honnaker, member of Div. 355.

Nona, Texas, Jan. 23, pellagra, Bro. T. C. Ricker, member of Div. 355.

Springfield, Mo., Jan. 23, paralysis, Bro. W. R. Young, member of Div. 378.

Buffalo, N. Y., Jan. 19, heart failure, Bro. Herbert J. Brecken, member of Div. 382.

Needles, Cal., Jan. 7, Bro. Fred Harris, member of Div. 383.

Fowler, Colo., Jan. 17, apoplexy, Bro. Frank W. Coakley, member of Div. 385.

Seattle, Wash., Jan. 15, tuberculosis, Bro. W. J. Hayter, member of Div. 399.

Batavia, N. Y., Jan. 18, derailment of engine, Bro. Jas. J. McCulley, member of Div. 421.

Newark, N. Y., Feb. 7, heart failure, Bro. Patrick Crowe, member of Div. 421.

Birmingham, Ala., Jan. 26, nephritis, Bro. E. Love, member of Div. 436.

Birmingham, Ala., Feb. 3, pneumonia, Bro. Geo. W. Simmons, member of Div. 436.

Columbus, Miss., Dec. 18, rupture gall bladder, Bro. E. B. McCrevey, member of Div. 450.

Columbus, Ohio, Jan. 24, tuberculosis, Bro. P. O. Strong, member of Div. 493.

Minneapolis, Minn., Jan. 22, heart failure, Bro. Jas. E. Dutch, member of Div. 494.

Jersey City, N. J., Jan. 26, crushed between cars, Bro. Jas. J. McNamara, member of Div. 497.

Monroe, N. C., Jan. 9, kidney trouble, Bro. C. E. Schachner, member of Div. 498.

Palmerston, Ont., Can., Jan. 30, cancer, Bro. Thos. Bennetta, member of Div. 518.

Dallas, Pa., Jan. 16, chronic myocarditis, Bro. Christopher Himler, member of Div. 543.

Cincinnati, O., Jan. 10, abscess of brain, Bro. C. B. Lowry, member of Div. 546.

Bridgeport, O., Jan. 16, pneumonia, Bro. F. H. Coes, member of Div. 551.

Windsor, Vt., Jan. 22, apoplexy and chronic Bright's disease, Bro. G. A. Bagley, member of Div. 572.

Stamford, Conn., Feb. 3, apoplexy, Bro. D. R. Thomas, member of Div. 589.

Chaffee, Mo., May 22, hemorrhage of lungs, Bro. E. E. Thompson, member of Div. 586.

Champaign, Ill., Dec. 30, heart failure, Bro. C. E. Mullikin, member of Div. 602.

El Reno, Okla., Jan. 13, Bro. O. F. Covalt, member of Div. 609.

Douglas, Ariz., Jan. 2, gall stones, Bro. J. L. McKnight, member of Div. 615.

Douglas, Ariz., Oct. 22, heart failure, Bro. W. A. Gunn, member of Div. 615.

Appalachia, Va., Feb. 1, killed, Bro. T. A. Ayles, member of Div. 617.

Minneapolis, Minn., Jan. 30, cancer, Bro. Chas. C. Hughes, member of Div. 625.

Glenns Ferry, Idaho, Jan. 13, concussion of brain, Bro. J. W. Hays, member of Div. 634.

Ottumwa, Ia., Feb. 1, pneumonia, Bro. J. H. Rowland, member of Div. 643.

Galesburg, Ill., Feb. 6, grip, Bro. A. P. Lyke, member of Div. 644.

Harrisburg, Pa., Jan. 14, scalded, Bro. H. B. Longenecker, member of Div. 705.

Harrisburg, Pa., Jan. 11, Bro. Henry Drake, member of Div. 705.

Janesville, Wisc., Jan. 13, bronchial pneumonia, Bro. Jas. G. Gregory, member of Div. 710.

Carbondale, Pa., Jan. 17, paralysis, Bro. C. W. Smith, member of Div. 722.

Green Forest, Ark., Dec. 24, heart failure, Bro. J. W. Robinson, member of Div. 730.

Savannah, Ga., Jan. 25, apoplexy, Bro. C. M. Parsons, member of Div. 803.

Sussex, N. J., Jan. 26, lobar pneumonia, Bro. I. W. Miller, member of Div. 845.

Muskogee, Okla., Jan. 26, killed, Bro. O. H. McGowan, member of Div. 853.

Greybull, Wyo., Dec. 24, boiler explosion, Bro. A. C. Whitton, member of Div. 869.

Port Angeles, Wash., Jan. 4, pneumonia, Sister Gusie E. Brewster, wife of Bro. G. P. Brewster, member of Div. 193.

Lexington, Ky., Jan. 13, Eugene L., son of Bro. J. T. Wallace, member of Div. 823.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 31—J. H. Wolf, from Div. 50.
- 32—H. C. Hall, from Div. 860.
- 34—H. L. Woodward, from Div. 794.
- 112—H. L. Blackall, from Div. 418.
- 161—F. J. Gilbert, from Div. 77.
- 196—G. S. Stephenson, from Div. 501.
- 253—D. Sullivan, F. Devlin, from Div. 163.
- 261—Wm. F. White, from Div. 763.
- 283—C. S. Ingersoll, from Div. 704.
- 298—Wm. A. Keeley, from Div. 565.
- 326—Oscar Rice, from Div. 827.
- 339—J. K. Dudley, from Div. 394.
- 364—Harry D. Stewart, from Div. 523.
- 386—L. L. Lowry, from Div. 130.
- 399—G. N. Bailey, from Div. 150.
- 409—W. W. Boulineau, from Div. 210.
- 428—W. E. Helton, from Div. 426.
- 431—W. M. Dryden, from Div. 422.
- 478—W. R. Jones, from Div. 19.
- 504—Dan O'Reilly, from Div. 695.
- 540—H. Fredrickson, from Div. 798.
- 566—J. C. Green, F. D. Hodlock, from Div. 182.
- 574—T. B. Blankenship, from Div. 187.
- 578—E. T. Disney, J. R. Mason, from Div. 721.
- 580—Chas. H. Zindell, from Div. 302.
- 583—O. J. Kramer, from Div. 677.
- 589—Jas. F. Brown, from Div. 77.
- 591—G. E. Rice, T. D. Patten, from Div. 743.
- 636—W. D. Barrett, from Div. 500.
- 647—D. B. Woodland, from Div. 5.
- 660—Frank Malone, J. C. Frazier, from Div. 766.
- 684—F. R. Halliday, from Div. 498.
- 695—L. J. Osgard, from Div. 493.
- 737—D. O. Watkins, from Div. 715.
- 743—Fleetwood Francis, from Div. 761.
- 766—L. H. Hart, from Div. 660.

794—Wm. Bowler, from Div. 848.

810—R. J. Clarke, from Div. 703.

H. A. Fisher, from Div. 192.

812—P. McCall, from Div. 122.

831—Wm. J. Clark, from Div. 764.

832—J. J. Willis, from Div. 856.

836—E. R. Stevens, from Div. 301.

840—J. S. Metcalf, from Div. 829.

867—Joseph Greenwood, from Div. 77.

869—C. H. McBride, W. J. Bush, J. L. Beckley,

F. P. Conlin, G. J. Call, E. G. Martin, J. L.

Richards, L. Thompson, N. LaPlant, from

Div. 624.

870—W. C. Furchner, J. A. Peterson, from Div. 324.

E. J. Crips, J. N. Coagrove, F. M. Darling, Ed.

Hughes, Thos. Malec, C. E. McGee, B. C. Proctor,

Thor. M. Thorson, Wm. B. Whitaker, from

Div. 228.

### WITHDRAWALS

#### From Division—

- 3—B. P. Bedford.
- 9—T. Mc Elligott.
- 124—J. E. Shealey.
- 126—J. E. Roberts.
- 159—M. Fendergast.
- 239—Henry Blake.
- 303—F. W. Roosevelt.
- 325—Wm. L. Hudson.
- 352—W. A. Love.

#### From Division—

- 370—W. H. Dick.
- 386—Vincent Rootkie.
- 401—J. N. Young.
- 415—F. W. Loranger.
- 511—Jacob Cough.
- Thomas L. Steel.
- 569—W. W. Wilson.
- 745—A. F. Morrow.
- 781—W. B. Fulton.

### REINSTATEMENTS

#### Into Division—

- 36—Philip S. Coffman.
- 40—B. I. Brown.
- 61—Thos. R. Temple.
- 88—J. H. Morrow.
- 100—Archie Roberts.
- 113—J. H. Carr.
- 179—Jas. A. Duree.
- 198—S. B. Musgrove.
- 254—Hugh Williams.
- 276—J. S. Hurkin.
- 280—John Totten.
- 336—R. M. Bedell.
- 424—R. E. Nagle.
- 435—R. J. Riviere.
- 464—C. W. Allison.

#### Into Division—

- 475—Jas. Gill.
- 514—C. C. McGee.
- 525—David Cross.
- 531—W. R. Elmer.
- C. F. Garrick.
- 608—M. A. Seifried.
- 641—H. B. Garrett.
- 679—B. C. Wrigley.
- 682—E. Graham.
- 706—E. V. Munson.
- 744—J. O. Lucier.
- 748—J. D. Richardson.
- 759—W. D. Thomas.
- 824—James White.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 1—Wm. Sharkofsky.
- 123—Wm Coats.
- 217—John Toulman.
- 252—H. B. Humphres.
- 323—Arthur C. Wende.
- 337—V. C. Brubaker.
- 595—Henry Hibner.

#### From Division—

- 652—S. Sobers.
- 665—J. A. Dodd.
- 671—J. H. Stinson.
- 704—Wm. Wasser.
- 707—J. L. Sheterson.
- 728—A. O'Rourke.

#### FOR OTHER CAUSES

#### From Division—

- 11—W. E. Morrison, refusing to take out insurance.
- 19—J. O. Hollet, forfeiting insurance.
- 30—N. Vandergrift, violation Sec. 52 Statutes.
- 71—Frederick Slack, forfeiting insurance.
- 191—W. B. Flanders, violation of obligation.
- 233—C. S. Ingersoll, violation of obligation.
- 286—W. J. Serraw, forfeiting insurance.
- 309—W. P. Mizille, forfeiting insurance.
- 415—Geo. E. Cogan, forfeiting insurance.
- 437—C. A. Renfro, forfeiting insurance.
- 450—E. L. Troy, violation Sec. 57 Statutes.
- 475—V. S. McMillen, J. M. Dick, forfeiting insurance.
- 485—Jas. P. Cain, forfeiting insurance.
- 540—L. H. Francisco, forfeiting insurance.
- 556—J. J. McFeeley, H. C. Milliron, L. C. Satterly, forfeiting insurance.
- 814—E. C. Priest, forfeiting insurance.
- 865—J. E. Satterfield, failing to take out insurance.

The expulsion of Bro. J. W. Holloway from Div. 696, which appeared in August JOURNAL, has been declared illegal.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 899-903

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, March 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
780	J. C. Butler.....	72	3	Mar. 17, 1882	Jan. 17, 1917	Heart disease.....	\$3000	Mary C. Butler, w.
781	Christop'r Himler.....	72	543	Feb. 22, 1891	Jan. 16, 1917	Myocarditis.....	3000	Addie Himler, w.
782	Otto H. Wilson.....	40	19	Feb. 6, 1909	Jan. 15, 1917	Killed.....	3000	Minnie M. Wilson, w
783	J. M. Haggerty.....	68	54	Dec. 2, 1897	Jan. 15, 1917	Heart disease.....	4500	Fanny L. Haggerty, w
784	J. W. Newman.....	48	706	Sept. 9, 1906	Jan. 3, 1917	Bright's disease.....	1500	Flora Newman, w.
785	Fred Harris.....	32	383	Jan. 22, 1913	Jan. 7, 1917	Dilatation of heart.....	1500	Hazel Harris, w.
786	Winfield L. Chase.....	38	40	Mar. 24, 1912	Jan. 1, 1917	Killed.....	1500	Lottie A. Chase, w.
787	Chas. B. Lowry.....	43	546	Apr. 26, 1914	Jan. 10, 1917	Meningitis.....	1500	Lillian S. Lowry, w.
788	H. J. Webster.....	68	328	Dec. 5, 1884	Jan. 15, 1917	Endocarditis.....	3000	Olive E. Webster, w.
789	W. H. Coburn.....	69	719	Jan. 10, 1896	Dec. 27, 1916	Arterio sclerosis.....	3000	Julia A. Coburn, w.
790	Burt Langworthy.....	40	589	Apr. 3, 1906	Jan. 15, 1917	Left foot amputated.....	1500	Self.
791	G. H. Kiel.....	48	354	Oct. 7, 1902	Jan. 18, 1917	Cancer of face.....	1500	Margaret Kiel, w.
792	Orson F. Covalt.....	37	609	Nov. 5, 1906	Jan. 13, 1917	Killed.....	3000	Julia O. Covalt, w.
793	Chas. R. Burdick.....	42	66	Oct. 15, 1911	Jan. 22, 1917	Aortic regurgitation.....	1500	Ida E. Burdick, w.
794	Robert Arnold.....	78	125	Nov. 6, 1885	Jan. 16, 1917	Heart disease.....	3000	Jane Arnold, w.
795	C. W. Smith.....	71	722	Aug. 11, 1883	Jan. 17, 1917	Apoplexy.....	3000	Amelia Smith, w.
796	Patrick Hoye.....	77	163	Jan. 31, 1891	Jan. 17, 1917	Myocarditis.....	3000	Mary Hoye, w.
797	John Keane.....	55	74	Jan. 19, 1893	Jan. 16, 1917	Paresis.....	3000	Anna M. Keane, w.
798	Robt. L. Stevens.....	49	182	Sept. 25, 1902	Dec. 28, 1916	Asthma.....	4500	Minnie E. Stevens, w
799	John Irwin.....	53	68	Jan. 22, 1910	Jan. 14, 1917	Nephritis.....	1500	Anna Irwin, w.
800	Fred H. Coss.....	47	551	Dec. 23, 1907	Jan. 15, 1917	Pneumonia.....	1500	Elizabeth J. Coss, w.
801	John Mahoney.....	50	135	Apr. 18, 1910	Jan. 22, 1917	Phthisis pulmonalis.....	1500	Mary Mahoney, w.
802	Geo. A. Lockhart.....	38	240	Jan. 18, 1905	Jan. 20, 1917	Typhoid fever.....	3000	Jessie Lockhart, w.
803	Jacob Henry.....	65	177	Sept. 2, 1880	Jan. 19, 1917	Carbuncle on neck.....	4500	Pauline Henry, w.
804	J. B. Honnaker.....	83	365	Dec. 27, 1889	Jan. 11, 1917	Malaria.....	1500	Marry Honnaker, w.
805	Wm. P. Brennan.....	44	157	Sept. 18, 1904	Jan. 19, 1917	Pneumonia.....	1500	Martin Brennan, w.
806	C. E. Schachner.....	47	498	July 30, 1898	Jan. 9, 1917	Peritonitis.....	1500	M. C. Schachner, w.
807	John Tutty.....	60	188	May 22, 1890	Jan. 11, 1917	Sclerosis of brain.....	1500	Mary Tutty, w.
808	Herb't J. Bracken.....	49	382	Jan. 8, 1903	Jan. 19, 1917	Killed.....	1500	Eliza F. Bracken, w.
809	Sardis Lawrence.....	58	46	May 12, 1897	Jan. 21, 1917	Pernicious anaemia.....	3000	Sapp'e M. Lawrence, w.
810	G. A. Bagley.....	49	572	May 8, 1910	Jan. 22, 1917	Apoplexy.....	1500	Jennie M. Bagley, w.
811	J. W. Hayes.....	58	634	June 1, 1899	Jan. 18, 1917	Killed.....	3000	Bertha E. Hayes, w.
812	Alex. G. Hill.....	41	699	July 15, 1906	Jan. 15, 1917	Paralysis.....	1500	Elizabeth J. Hill, w.
813	C. C. Johnson.....	43	187	Apr. 19, 1913	Dec. 24, 1916	Tuberculosis.....	1500	Kittie Johnson, w.
814	Edw. Wright.....	59	325	Apr. 19, 1891	Jan. 19, 1917	Gunshot wound.....	1500	Sallie B. Hendrick, w.
815	C. W. Coxwell.....	42	309	Nov. 28, 1915	Dec. 21, 1916	Killed.....	3000	Flora E. Coxwell, w.
816	Wm. Morrison.....	47	295	May 21, 1907	Jan. 24, 1917	General paresis.....	3000	Mary Morrison, w.
817	Chas. L. Kreger.....	40	179	May 14, 1905	Jan. 9, 1917	Diabetes mellitus.....	3000	Anna C. Kreger, w.
818	Chas. Parsons.....	60	803	Nov. 3, 1897	Jan. 23, 1917	Cerebral hemorrhage.....	4500	Sallie F. Parsons, w.
819	H. B. Longenecker.....	42	705	Dec. 3, 1911	Jan. 14, 1917	Killed.....	3000	G. D. Longenecker, w.
820	C. R. W. Anstey.....	53	145	June 2, 1907	Dec. 19, 1916	Cerebral apoplexy.....	1500	May V. Anstey, w.
821	D. P. Griffen.....	42	145	Nov. 13, 1916	Dec. 24, 1916	Pneumonia.....	1500	Helen Griffen, w.
822	Wallace Mason.....	77	40	Apr. 25, 1887	Jan. 20, 1917	Endocarditis.....	3000	Evelena A. Mason, w
823	Henry B. Benson.....	39	23	Aug. 29, 1904	Jan. 17, 1917	Killed.....	3000	Hattie Benson, w.
824	F. P. Bosworth.....	48	207	May 20, 1899	Jan. 23, 1917	Acute indigestion.....	3000	Susie A. Bosworth, w
825	M. L. Rice.....	65	47	Feb. 26, 1901	Jan. 24, 1917	Cancer of stomach.....	1500	Millie Rice, w.
826	Patrick Welsh.....	63	14	Oct. 19, 1902	Jan. 19, 1917	Lobar pneumonia.....	1500	Daughters.
827	Roger Henshey.....	66	125	Feb. 15, 1893	Jan. 24, 1917	Cirrhosis of liver.....	3000	Cousins.
828	Jas. G. Gregory.....	66	710	Oct. 9, 1887	Jan. 18, 1917	Broncho pneumonia.....	1500	Ellen Gregory, w.
829	Frank Hile.....	51	652	Dec. 27, 1903	Dec. 23, 1916	Diabetes.....	1500	Leah Hile, w.
830	Jos. C. Bostain.....	46	148	Oct. 21, 1906	Jan. 25, 1917	Heart failure.....	3000	Cora B. Bostain, w.
831	J. E. Dutch.....	61	494	May 5, 1887	Jan. 22, 1917	Heart disease.....	3000	Mary E. Dutch, w.
832	Isaac W. Miller.....	67	845	Oct. 12, 1883	Jan. 26, 1917	Lobar pneumonia.....	3000	Ada A. Miller, w.
833	James M. Rees.....	59	99	Mar. 16, 1905	Jan. 25, 1917	Nephritis.....	1500	Cora C. Rees, w.
834	Ebb Love.....	51	436	Apr. 14, 1910	Jan. 26, 1917	Nephritis.....	3000	Allice P. Love, w.
835	James McNamara.....	28	497	May 9, 1914	Jan. 26, 1917	Killed.....	1500	Eliz'th McNamara, w
836	Percy D. Strong.....	39	493	Nov. 20, 1906	Jan. 24, 1917	Acute tuberculosis.....	1500	Mildred Strong, s.
837	C. T. Whitehouse.....	73	186	June 4, 1875	Nov. 25, 1916	Nephritis.....	3000	Mrs. C. F. Wellman, s



No. of Ans't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
838	C. F. Beckman...	38	806	Aug. 1, 1909	Jan. 27, 1917	Cerebral hemorrhage	\$1500	Della L. Beckman, w.
839	J. D. Harp...	47	323	Mar. 24, 1912	Jan. 26, 1917	Angina pectoris...	1500	Hattie Harp, w.
840	Wm. Goggins...	78	172	Nov. 20, 1889	Jan. 19, 1917	Cirrhosis of liver...	3000	Catherine Goggins, w.
841	Wm. D. Ballard...	60	66	Dec. 2, 1900	Jan. 27, 1917	Accidental dilatation heart	1500	Annetta Ballard, w.
842	Geo. Simmons...	62	436	Feb. 24, 1892	Feb. 3, 1917	Pneumonia	4500	Alice Simmons, w.
843	Charles Johnson...	31	130	Jan. 7, 1915	Feb. 3, 1917	Killed	1500	Kath'ne Johnson, w.
844	Edw. T. Norman...	42	218	Nov. 2, 1903	Jan. 31, 1917	Killed	1500	Myrtle Norman, w.
845	Jacob W. Kent...	75	135	Mar. 16, 1877	Jan. 26, 1917	Pneumonia	3000	Mary Kent
846	D. R. Thomas...	61	589	Dec. 10, 1905	Feb. 3, 1917	Apoplexy	1500	Sarah F. Thomas, w.
847	J. H. Rowland...	52	643	Apr. 11, 1904	Feb. 3, 1917	Cerebral hemorrhage	750	Ellen Rowland, w.
848	Chas. W. Sellers...	64	74	Sept. 15, 1896	Feb. 1, 1917	Diabetes	3000	Jennie Sellers, w.
849	Elijah McLaughlin...	72	48	Mar. 13, 1889	Jan. 31, 1917	Uraemia	3000	Mildred McLaughlin, w.
850	Edwin L. Reed...	63	63	Apr. 3, 1884	Jan. 22, 1917	Killed	3000	Naomi Reed, w.
851	Chas. Brehner...	64	274	Mar. 31, 1890	Feb. 1, 1917	Bright's disease	1500	Janet Brehner, w.
852	Chas. W. Shaw...	41	737	Apr. 5, 1913	July 24, 1916	Killed in war	1500	Marion Shaw, w.
853	George Fee...	49	584	Nov. 22, 1903	Jan. 11, 1917	Dementia paralytica	3000	Edith Fee, w.
854	M. F. Slattery...	43	71	May 12, 1906	Feb. 1, 1917	Subphrenic abscess...	1500	Effie T. Slattery, w.
855	John Rinehart...	76	34	Mar. 16, 1887	Jan. 25, 1917	Pulmonary oedema...	750	Children.
856	Jno. F. Phillips...	52	419	Sept. 27, 1902	Jan. 27, 1917	Pneumonia	1500	Annie E. Phillips, w.
857	Robt. L. Hamilton...	36	749	Apr. 27, 1914	Sept. 15, 1916	Killed in war	1500	Harold Hamilton, b.
858	Wm. B. Nicol...	68	18	Dec. 16, 1886	Jan. 20, 1917	Bright's disease	4500	Elizabeth J. Nicol, w.
859	G. A. Landstrom...	37	667	Apr. 9, 1905	Oct. 9, 1916	Killed in war	1500	Chas. F. Landstrom, b.
860	Herbert Staggs...	52	168	Feb. 27, 1892	Jan. 28, 1917	Paresis	1500	Delania Staggs, w.
861	Thomas King...	60	171	Jan. 2, 1883	Feb. 3, 1917	Cardiac disease	1500	Elizabeth King, w.
862	P. A. Powell...	33	550	Dec. 23, 1911	Feb. 9, 1917	Pneumonia	1500	Lillian Powell, w.
863	Joseph Reed...	43	96	July 16, 1905	Jan. 19, 1917	Right arm amputated	3000	Self.
864	Geo. W. Barney...	44	51	Sept. 4, 1905	Feb. 7, 1917	Asphyxiated...	1500	Blanche M. Barney, w.
865	C. J. Waddell...	47	242	June 10, 1901	Jan. 31, 1917	Muscular dystrophy...	3000	Anna B. Waddell, w.
866	Frank W. Coakley...	56	385	July 8, 1900	Jan. 16, 1917	Mitral regurgitation...	1500	Minnie B. Coakley, w.
867	Frank Kiser...	43	584	July 8, 1906	Jan. 20, 1917	Killed...	1500	Carrie Kiser, w.
868	Chas. R. Forrester...	69	157	June 25, 1896	Feb. 8, 1917	Uraemic poisoning...	1500	Sons.
869	Patrick Powers...	73	107	Aug. 23, 1891	Feb. 3, 1917	Apoplexy	1500	Ann Powers, w.
870	Walter S. Jones...	35	788	Jan. 11, 1913	Jan. 15, 1917	Murdered...	3000	Wife and brother.
871	L. B. Gray...	38	817	May 25, 1913	Oct. 15, 1916	Killed in war	1500	Mahala Gray, m.
872	J. R. Holiday...	41	161	July 29, 1912	Nov. 1, 1916	Acute dysentery...	1500	Mrs. D. A. Holliday, m.
873	J. F. Barr...	51	643	June 20, 1904	Nov. 9, 1916	Meningitis...	1500	Leota W. Barr, w.
874	Jos. L. McKnight...	52	615	Sept. 19, 1903	Jan. 2, 1917	Pneumonia	3000	Brothers.
875	G. E. Baldwin...	60	199	June 14, 1890	Jan. 14, 1917	Nephritis...	3000	Lawful heirs.
876	Chas. A. Dill...	60	88	Dec. 18, 1897	Jan. 17, 1917	Cerebral hemorrhage	3000	Mary Dill, w.
877	E. B. Herrington...	50	82	Sept. 16, 1906	Jan. 17, 1917	Killed...	1500	Mary Herrington, m.
878	Jas. J. McCulley...	45	421	Sept. 27, 1905	Jan. 18, 1917	Killed...	1500	Anna McCulley, m.
879	Homor Bartlett...	81	63	Apr. 30, 1883	Jan. 25, 1917	Cardiac dilatation...	4500	Annie B. Mann, d.
880	O. H. McGowan...	43	853	June 18, 1909	Jan. 27, 1917	Killed...	1500	Maggie McGowan, m.
881	James R. Carney...	42	769	July 23, 1905	Jan. 29, 1917	Pneumonia	1500	Helen E. Carney, w.
882	B. R. Sanders...	51	352	Apr. 3, 1899	Jan. 31, 1917	Tuberculosis	1500	Dr. G. Hedges, in trust
883	M. S. Rogers...	72	238	Mar. 6, 1882	Feb. 1, 1917	Heart failure...	3000	Children. [for child's
884	H. T. Wright...	58	202	May 2, 1894	Feb. 5, 1917	Acute dilata'n heart.	1500	Sons.
885	C. A. Fenderson...	65	312	Feb. 22, 1892	Feb. 6, 1917	Pneumonia	1500	Children.
886	Patrick Crowe...	55	421	June 27, 1907	Feb. 6, 1917	Organic heart disease	1500	Bridget Crowe, w.
887	Dan Sheehy...	59	546	May 1, 1891	Feb. 7, 1917	Cerebral hemorrhage	1500	Mary Sheehy, s.
888	F. C. Barker...	57	651	Sept. 1, 1904	Feb. 8, 1917	Bronchial pneumonia	3000	Ethel M. Barker, d.
889	John W. Bayley...	71	166	Mar. 14, 1892	Feb. 9, 1917	Pneumonia	1500	Anna Bayley, w.
890	Peter Maxner...	71	244	June 28, 1895	Feb. 10, 1917	Angina pectoris...	3000	Children.
891	Thos. Mehan...	53	318	Oct. 3, 1887	Feb. 10, 1917	Pneumonia	4500	Ella B. Mehan, w.
892	Benj. Reynolds...	48	316	Feb. 28, 1896	Feb. 10, 1917	Killed...	1500	Ida Reynolds, w.
893	Francis J. Tully...	74	752	Jan. 16, 1874	Feb. 10, 1917	Senile debility...	3000	Children.
894	A. Daugherty...	67	293	Jan. 16, 1888	Feb. 10, 1917	Chronic pancreatitis.	3000	Mrs. S. Dougherty, w.
895	C. M. George...	40	378	Feb. 11, 1898	Feb. 11, 1917	Killed...	3000	Maries C. George, w.
896	A. R. Simrell...	65	166	June 12, 1891	Feb. 11, 1917	Uraemia...	3000	Bella Simrell, w.
897	G. Hammerschmidt...	50	444	Sept. 9, 1906	Feb. 12, 1917	Angina pectoris...	3000	Wife and sons.
898	Wm. Abram...	64	580	Feb. 13, 1887	Feb. 12, 1917	Double pneumonia...	1500	Minnie Abram, w.
899	Jos. H. Wilder...	72	219	May 5, 1894	Feb. 14, 1917	Obstructi'n of bowels	3000	Larena Wilder, w.
900	Willis C. Elkins...	43	44	Feb. 19, 1914	Feb. 14, 1917	Heart disease...	3000	Hattie Elkins, w.
901	Jno. L. Richards...	47	45	May 7, 1906	Feb. 14, 1917	Tuberculosis...	1500	Sara B. Richards, w.
902	Daniel O'Brien...	57	487	Mar. 16, 1903	Feb. 15, 1917	Acute alcoholism...	1500	Katie O'Brien, s.
903	Arthur V. Mosher...	55	66	Jan. 6, 1901	Feb. 15, 1917	Killed...	3000	Julia B. Mosher, w.

Total number of death claims 132 / 134  
Total number of disability claims 9 / 124

Total amount of claims, \$283,500.00

### Financial Statement

CLEVELAND, O., Feb. 1, 1917.

MORTUARY FUND FOR JANUARY	
Balance on hand January 1, 1917.....	\$252,805 67
Received by assessments Nos. 595-99 and back assessments.....	\$199,228 25
Received from members carried by the Association.....	1,178 50
Refund.....	499 17
Interest for January.....	727 11
	<b>\$201,633 08</b>
	<b>\$201,633 08</b>
Total.....	<b>\$454,433 70</b>
Paid in claims.....	<b>228,400 25</b>
Balance on hand January 31.....	<b>\$226,033 45</b>



## SPECIAL MORTUARY FUND FOR JANUARY

Balance on hand January 1		\$720,535 37
Received in January	\$22,750 94	
Interest	10,435 33	
	<u>\$ 33,186 27</u>	<u>\$33,186 27</u>

Balance on hand January 31. \$753,721 64

## EXPENSE FUND FOR JANUARY

Balance on hand January 1		\$30,350 61
Received from fees	\$ 172 19	
Received from 2 per cent.	4,554 18	
	<u>\$ 4,726 37</u>	<u>4,726 37</u>
Total		\$ 36,076 98
Expenses for January		<u>2,567 71</u>
Balance on hand January 31		<u>\$32,509 27</u>

## Statement of Membership

FOR JANUARY, 1917

<i>Classified represents:</i>	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Dec. 31, 1916	1,513	42,989	121	19,985	6	4,536
Applications and reinstatements received during the month	..	153	..	51	..	13
Totals	1,513	43,152	121	19,916	6	4,549
From which deduct policies terminated by death, accident, or otherwise	4	172	1	97	1	14
Total membership January 31, 1917	1,509	42,980	120	19,819	5	4,535
Grand total						<u>68,968</u>

## WEEKLY INDEMNITY CLAIMS PAID FEBRUARY 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
263	556	J. R. Quinn	\$128 57	310	409	J. S. Connolly	\$54 29
264	125	J. F. Kingsbury	195 00	311	538	J. B. Smith	30 00
265	286	Herbert Vanden Belt	7 14	312	576	Harry H. Dean	668 57
266	39	David W. Moses	28 57	313	44	James A. Measures	14 29
267	177	Robert W. Mays	21 45	314	473	R. T. Coggin	22 86
268	409	H. H. Hall	42 86	315	547	P. H. Dorsey	100 00
269	738	J. K. Pebley	88 57	316	177	Wm. C. Eahart	250 00
270	743	E. E. Bateman	53 57	317	238	J. H. Hensley	30 00
271	336	James H. Downey	102 87	318	554	Edward D. Jones	74 29
272	743	T. W. Nichols	17 14	319	749	Thomas Caley	30 00
273	400	S. E. Steventon	74 29	320	210	S. L. Taylor	85 74
274	578	D. D. Wall	248 58	321	443	Thomas B. Spencer	124 29
275	190	J. W. Sutton	120 00	322	285	J. H. Kellner	98 87
276	136	N. C. Nelson	19 29	323	475	David C. Pitta	100 00
277	203	Ben H. Moore	17 14	324	733	David L. Jones	28 57
278	462	Mike Phillips	34 29	325	708	Wm. H. Riley	28 57
279	400	James W. Andrus	36 43	326	46	Samuel M. Case	30 00
280	778	Wm. J. Morris	20 00	327	141	Thos. Oliver	94 29
281	245	F. J. Conrad	158 58	328	179	Harry E. Henby	40 00
282	517	W. C. Weer	20 00	329	546	James M. Welsh	20 00
283	423	Chas. E. Grissom	30 00	330	179	Pat Smith	51 43
284	514	J. E. Oglesby	45 71	331	600	Oliver Richardson	49 29
285	595	Michael J. Barrett	14 29	332	708	Mark R. Norton	30 00
286	230	Chas. Koerner	20 00	333	708	Elmer C. Miller	154 29
287	5	John J. Norton	22 86	334	740	J. O. Parker	137 14
288	177	Chas. H. Coleman	44 29	335	66	Albert Shanke	15 00
289	496	Thos. K. Ryan	100 00	336	304	David Patterson	111 43
290	638	George Roebach	20 00	337	17	J. C. Wheeler	65 71
291	66	H. B. McCormic	117 14	338	547	G. W. Smith	82 86
292	69	John P. Gorman	42 86	339	8	C. L. Sponsler	124 29
293	336	H. J. Wade	60 00	340	265	T. H. Lee	49 29
294	554	Nick Hunter	222 86	341	336	Herbert J. Smith	40 00
295	559	Michael J. Dixon	40 00	342	523	J. J. Rawlins	38 57
296	252	Edmond B. Reilly	162 86	343	48	Harry E. Randall	37 14
297	86	Frank A. Kappler	42 86	344	84	C. M. Martin	25 71
298	364	Albertus C. Osterhout	25 71	345	232	B. J. Bassett	19 29
299	228	Thos. R. O'Bryan	20 00	346	190	G. T. Woodson	51 43
300	228	Sil Tout	34 29	347	190	J. F. Durrett	28 57
301	215	M. H. O'Hearn	25 71	348	297	Carl W. Fogle	47 14
302	232	Wm. J. Wilson	22 86	349	301	J. W. Epling	14 29
303	248	J. A. Lux	167 14	350	394	R. A. Shepherd	25 71
304	317	Thos. B. Rowen	182 86	351	815	Ben Bragdon	76 00
305	444	Wm. E. Turner	22 86	352	187	W. L. Simpson	72 86
306	448	R. H. Gray	98 58	353	48	Ossian Smith	22 86
307	843	Clarence H. Guile	160 00	354	66	John Rhine	45 00
308	36	Elmer E. Wiles	25 71	355	220	J. G. Wyatt	171 45
309	132	W. W. Metler	14 29	356	134	A. W. Haydock	174 29

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
357	301	J. R. Spaulding.....	\$ 21 43	387	385	R. P. McCormick.....	\$20 00
358	336	C. M. Stein.....	60 00	388	203	Frank S. Keith.....	81 43
359	386	H. M. Snell.....	180 00	389	585	G. R. Couch.....	34 29
360	448	T. J. Rutledge.....	94 29	390	781	Ross Jones.....	8 57
361	609	O. F. Covalt.....	228 57	391	87	Thos. T. Cain.....	17 14
362	620	E. Y. Blount.....	28 57	392	8	H. J. Gabb.....	87 14
363	364	F. J. Stark.....	55 71	398	48	G. W. Lutes.....	31 43
364	80	George Graham.....	242 86	394	523	Henry T. True.....	20 00
365	556	T. D. Shields.....	17 14	396	743	C. W. Oney.....	8 57
366	150	George A. Craig.....	15 00	396	107	J. T. Downs.....	8 57
367	609	Wm. H. McNeerney.....	65 71	397	96	Frank O. Miller.....	23 57
368	177	C. B. Marsters.....	37 14	*357	853	C. Y. Fuller, Adv.....	240 00
369	699	Chas. A. M. Petrie.....	62 86	*915	39	Peter Adrick, Adv.....	100 00
370	599	J. L. Jeffries.....	34 29	232	251	John E. Vincent, Bal.....	100 00
371	507	J. E. Harvey.....	51 43	*543	212	James Costlow, Adv.....	385 00
372	498	F. J. Pittman.....	10 00	*782	372	Chas. W. McCoy, Adv.....	250 00
373	448	J. M. Buchanan.....	141 45	288	630	C. M. Hawley, Bal.....	298 57
374	400	Frank B. Weaver.....	88 57	*818	210	J. L. Fickling, Adv.....	150 00
375	280	John C. Jones.....	48 57	*436	569	J. C. Hartzler, Adv.....	115 00
376	267	S. T. Hollar.....	42 86	975	542	M. O. Richards, Bal.....	98 53
377	267	J. H. Richardson.....	140 00	*949	66	Chas. A. Robinson, Adv.....	70 00
378	301	John J. Wright.....	102 87	*153	100	A. R. Ayers, Adv.....	50 00
379	343	James T. Cox.....	88 57	*637	568	J. M. Cox, Adv.....	100 00
*380	806	Patrick J. Dailey, Adv.....	520 00	*543	212	James Costlow, Adv.....	125 00
381	251	Andrew Olson.....	20 00	*142	179	Harry T. Roessler, Adv.....	400 00
382	430	E. W. Cottrill.....	20 00	579	488	Henry Fahrmeyer, Bal.....	192 86
383	448	T. L. Morrisette.....	88 57	979	267	J. E. Divelbiss, Bal.....	65 71
384	511	Flem M. Jennings.....	45 71	111	627	G. M. Scranton, Bal.....	78 57
385	617	Jack Worham.....	34 29	700	339	George W. Steele, Bal.....	724 29
386	46	Frank M. Bishop.....	72 86	*916	290	Alex. T. Stewart, Adv.....	90 00
							\$13,478 06 13,478 06

Total number of Weekly Indemnity Claims, 141.

\*Number of Advance Payments on Claims, 12.

\*\*Claims reopened, 1.

INDEMNITY, DEATH AND DISABILITY CLAIMS PAID FEBRUARY 1, 1917.

Claim	Div.	Name	Amt. Paid	
188	309	Eddie M. Lee.....	\$2,000 00	
189	238	J. H. Hensley.....	1,575 00	
190	580	George Wheaton, right leg amputated.....	1,500 00	
			\$5,075 00	\$5,075 00

Total number of Indemnity Death and Disability Claims, 3.

Weekly Indemnity Claims paid from December 1, 1906, to January 1, 1917 \$962,198 78

Indemnity Death and Disability Claims paid from April 1, 1907, to Jan. 1, 1917..... \$25,119 28

\$1,187,318 06

\$1,187,318 06

\$1,206,871 12

NOTICE TO INDEMNITY POLICYHOLDERS.

The Second Quarterly Premium for 1917 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 31st of March, 1917. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y & Treas.

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The B. of L. E. Journal.

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**"Your Nose Knows"**

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*The American Tobacco Co.*



5 cent BAGS - 10 cent TINS  
HALF and FULL POUND GLASS HUMIDORS

# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

APRIL, 1917

No. 4

Entered at the Cleveland, O., Postoffice as Second-Class Matter

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PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

APRIL, 1917

Number 4

## An Easter Prayer

With thoughts as pure as lilies are,  
As fragrant, too, as they,  
I long to bring this prayer to Him,  
On this fair Easter day:

"O Lord, but let me ever grow  
In Thy blest image sweet,  
That my brief life at last may close  
In one grand song, complete.

"I know there are discordant strains,  
But still, by Love divine,  
Sweet melody may fill my life  
And make it like to Thine.

"On earth, wherever I may tread,  
Whate'er my lot may be,  
I pray that I may ever live  
In harmony with Thee.

"So, like the lilies, may my deeds  
Grow ever pure and fair,  
Prepared to bloom in Paradise—  
This is my Easter prayer."

ARTHUR LEWIS TUBBS.

## Jimmie's Easter Prophecy

BY F. A. MITCHEL

Markham is a fishing town on the New England coast. In the olden time all the men there were sailors, but when steam finally took the romance out of sailing the Markham men turned their attention to fishing, though in these days the place is given up to city people on their summer outings.

In those days when sailors loved to bound over the billows under full sail Ralph Husted was one of them. He loved the ocean, and he loved Marjorie Dixon as well. He won her with the un-

derstanding that he would as soon as he had accumulated a nest egg cease making long voyages and find some employment on shore. But children came as fast as the nest egg grew, and Husted became a captain before he set any time for spending the rest of his life with his family. Then he promised them that after one more voyage he would grant what they all so much desired.

One October day he started on what he intended should be his last voyage. He had paid for his home and had some money in the bank. On this last trip he expected to add enough to his possessions to be able to get on even if he had no vocation, but he was still a young man and counted on making an additional income that would enable him to educate his children and start them in life. But he started on this last voyage with misgivings. His wife suggested that he refrain from tempting fate again on the ocean, and his children clamored for papa "to stay at home and not go away so long any more." He tore himself away from them, assuring them that he would soon return, would bring the children many pretty things and would then remain with them.

In December a vessel came in to Markham and brought the supercargo of Captain Husted's vessel. He reported that it had collided with another ship in a fog and gone to the bottom. The boats were lowered, and some of the crew left the vessel in them. The supercargo had

begged the captain to leave in the same boat with him, but he clung to the tradition that a master must go down with his ship. He charged the supercargo if he got safely to land to say goodby for him to his wife and children and tell them how well he loved them.

This was a great shock to Mrs. Husted and the older children. The youngest—Jimmie, a boy of six—knew nothing of death, and he could not understand what had happened to his father. They could only tell him that he would never see papa any more, and even this he could hardly grasp with his undeveloped mind.

One morning at Sunday school his teacher read to him accounts of those raisings from the dead mentioned in the Bible. Jimmie went home to his mother and, telling her what he had heard, asked why papa could not also be brought back to them from the dead.

His mother turned away from him to hide her tears and without reply.

When Easter drew near Jimmie was told the story of the resurrection of Christ; that Easter was celebrated in memory of that resurrection. He was much moved by the recital, for he said that if one could return to life on the earth why not one who had been lost on the ocean? Returning to his mother, he told her the story his teacher had given him, adding:

"Next Sunday is Easter, mamma, and I shouldn't wonder if papa would come back to us on that day."

The mother tried to explain to him that it would be impossible for his papa to return on Easter Sunday or at all, but his brain was too small to grasp her meaning. He had got it in his head that Easter was the day on which one who was dead would return to life, and the idea became associated with his father.

"Don't cry, mamma," he said. "Next Sunday is the day when dead persons come back, and I know that papa will come to us."

The mother took her boy in her arms and wished that she might have faith as a little child.

On that Easter morning the birds were breaking out in the sunshine. Jimmie was dressed in his best clothes for his

Sunday school, but when it was time to go he was missing. He had caught sight of a sail out on the horizon and was sure that his papa was on the vessel and was coming home. No one knew where Jimmie had gone, so they went to Sunday school and to church without him.

When they returned the boy was still missing. His older brother said that a ship had come in and quite likely the child had gone to the dock. At that moment through a window all saw a man coming up from the shore with a boy in his arms.

"It's Jimmie!" said one.

Then there was a shout and a rush for the comers, for Captain Husted, who had come in on the ship, was carrying Jimmie. All clung to the father, covering him with kisses.

"I told you papa would come today," said Jimmie proudly.

Captain Husted had gone down with his ship, had come up, clung to wreckage and was picked up by a passing ship.

Jimmie's faith in his father's return on Easter Sunday was the talk of the village, and many a sermon was preached with it as its theme, Jimmie being held up as an illustration of a child's faith.

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### Bad Heckert's Easter Lily

BY CLARISSA MACKIE

The March sunshine lay warm on the ranges, and the cattle dotting the hill-sides nipped at the fresh grass.

Bad Heckert, riding recklessly home from Little Gulch, did not notice the sunshine or the new grass, and as for the cattle, they were a familiar sight to him, for he was a ranger on the U-O ranch.

He had been to the postoffice and had done some errands for Mrs. Leete, the boss's wife. He had also stopped at several saloons and as a consequence was bright-eyed and reckless. In other words, he was half drunk.

Just at the point where the trail to the U-O crossed the canyon trail Bad Heckert met a little boy. The boy was walking rather wearily, and in his arms was a flowerpot, which harbored a half-grown lily stalk.

The boy was a stranger to Bad Heckert, but he was a bright-eyed little lad,



and he looked supremely happy. Bad was fond of children when he paused from his dissipation long enough to think of them.

"Morning, sonny," he said genially, as he swayed a little in his saddle.

"Good morning," said the little lad pleasantly, then with genuine admiration in his eyes and voice he added, "That's a fine horse you've got, mister."

Bad was pleased. Sancho was the apple of his eye.

"Want to see him do some tricks, sonny?" he inquired, and, warning the boy out of the way, Mr. Heckert proceeded to put Sancho through all his clever tricks.

"He's a dandy," admitted the boy eagerly, "but he ain't as smart as our horse."

Bad Heckert scowled until his rather good-looking face became a mask of ferocity.

"Huh!" he growled. "What you got in that pot?"

The boy shrank back. "A Bermuda lily."

"A Bermuda onion!" scoffed Bad. "Here, give it to me."

He leaned down and snatched the plant from the boy's reluctant hands. With a backward glance of triumph Bad Heckert slapped Sancho's satin coat and dashed away down the trail toward his home. Over his shoulder he snapped a shining silver dollar.

Back there on the canyon trail a small boy limped painfully along, his face distorted with grief, tears running down his cheeks. His hand clutched the dollar.

At the door of the U-O ranch house Bad Heckert delivered the package of mail and his other purchases to the boss's wife.

Mrs. Leete's quick eye did not need the confirmation of Bad's swaying form to recognize the signs of intoxication; she was sorry, too, for this weakness spoiled an otherwise excellent cattleman. Bad's reputation lay all in his ominous nickname, which was merely a contraction of his given name of Badwin.

"What have you got there?" asked Mrs. Leete, as she glimpsed the lily in the pot.

"It's a Berinuda onion, ma'am," said Bad solemnly.

She examined it. "Why, it's nothing of the sort. It's an Easter lily with two buds. They will be out by Easter Sunday. Isn't it remarkable," she added thoughtfully, "that out of a common-looking bulb nothing prettier than a common onion should spring this green stalk with the dark, cool-looking leaves and finally the waxen buds appear, swell and at last at Easter time burst into fragrant white lilies? It is so typical of the death and burial of our Saviour, Bad."

"Yes'm," said Bad, looking sharply at her. "Will you please say that all over again?"

Mrs. Leete repeated her words and added: "It always seems to me that a bulb is like a human soul—dark and withered and blind, and then the warmth of the earth sends up a green shoot to the sunshine of understanding, and the shoot becomes a stalk that sends out leaves of faith and belief and effort to be better and grow upward, and the buds are promises of greater perfection, and finally the beautiful fragrant blossoms are proof of awakening to new life. A man or a woman who has buried his character in sin may see his dead soul awaken to new life. It must be watered with prayer and warmed by the sunshine of understanding and faith."

"Thank you, ma'am," said Bad Heckert, putting on his hat and picking up his lily.

"Keep it in the sunshine, Bad," she said meaningly.

"Yes'm, and," he added huskily, "I'll water it too."

Mrs. Leete watched him until he had vanished in the little one-room shack under the cottonwoods. All the U-O employees were housed thus in little shacks, meeting in the mess house for meals three times a day or spending their evenings there.

Bad Heckert set his lily in the sun and went back to the big house.

"When did you say it would be Easter Sunday, ma'am?" he asked.

"Two weeks from tomorrow, Bad," she said.

"Thanks," he said briefly, and went



back to his room. He soaked his head in a pail of icy cold water from the spring, and, feeling sobered by the experience, he picked up a rough towel and went down to the watering hole a quarter of a mile distant. Here he shed his clothes and plunged into the icy bath. At supper time he appeared at the table, serious, with steady blue eyes and a freshly scrubbed appearance that made his companions look hot and dusty to a degree.

"Coming over to the dance tonight, Bad?" asked Lester, one of the cowboys.

"Nope," replied Bad.

"What about Miss Fanny Freer? She'll be missing you, sure thing."

"Sure she will miss me. I won't be there!" retorted Bad.

They all went away without him, and Bad sat on his doorstep smoking his pipe and thinking long, long thoughts of the past and of what a different life he was leading. What high hopes his mother had entertained for his future and how poorly he had fulfilled them! Well, she was dead now, and she had never known just how wild he had grown. His father was gone, too, and his sisters and brothers. He was alone, and he had been reckless.

Mrs. Leete's words had sunk in good soil. Bad Heckert was not a fool. He knew that he was his own worst enemy. If he could conquer the rum habit he might be born anew. He might spring up into a new life, pure and unsullied as the Easter lily he had taken by force from the little lad.

A blush of shame overspread his bronzed cheek. This was a poor beginning. With the thought came instant resolve and action. He saddled Sancho, and, taking the flowerpot in his arm, he rode over toward the canyon trail.

The moon was rising over the ranges and a little breeze wafted the smell of grass and newly awakened growing things. Birds were chirping sleepily from a clump of trees. The sound of the rushing creek made music.

"Seems like when I was a boy and wanted to go fishing in schooltime," he smiled to himself. "Kind of restless and wanting to keep going all the time and wanting to sit still at the same time and enjoy it all."

The canyon trail wavered up and down many a hill before it reached Henry Weyland's small place. The Weylands were newcomers, and Bad had never seen any of them. Weyland had a small herd of cattle and, it was said, had brought his wife and family into the open air of the plains so that they could be with him while he regained shattered health. They were poor people, and the house they had built was a small, unpretentious place, but it was painted white, with green blinds, and there was a great paper mulberry tree overspreading it. And they had planted flowers.

The trail went on past the house. Bad dismounted and tied Sancho to the fence palings. He wondered if these people could set him on the right track to find the little lad of his afternoon's adventure. It might be one of Weyland's children.

He rapped at the door. It was flung open, and he stepped into a softly-lighted room where a girl was playing on a piano. It was a restful, homelike room, and the girl was a pretty, gentle-eyed creature in a pale blue cotton gown that became her fairness wonderfully well.

The door had been opened by a boy in his nightgown—the boy of the afternoon. His face was wan from weeping, and he eyed Bad resentfully.

Bad swept off his hat and bowed awkwardly.

"I came to inquire where a little kid lived," he said steadily, "but I see he lives here. I've brought back your Easter lily, child, and I'm sorry I teased you," he ended hoarsely. The child took the flower and hugged it to his breast.

"See, Maisie," he said to the girl. "It has two beautiful buds on it—he called it a Bermuda onion!" he finished with an indignant glance at Bad.

"Harry has been saving his pennies for a long time," explained the girl, her wide brown eyes fixed on Bad's embarrassed face, "to buy an Easter lily for his mother. Yesterday he walked way to the Gulch store to buy it. He bought the last one in town, and when he got home he was crying, and he said that a—a"—She hesitated and turned away her head.

"He said that a drunken man took it away from him and gave him a dollar.

That's the truth, miss, but the man's sober now, and he's sorry—and ashamed—and, shake hands on it, kid, will you?" He held out a great sun-browned hand, and Harry's little paw went eagerly out to meet it. "My name's Heckert—Badwin Heckert," went on Bad evenly. "I work over to the U-O place. Mrs. Leete was telling me something this evening, miss, and I'm wondering if you believe the same thing."

"Sit down, please," said Maisie Weyland, "and tell me all about it."

Bad sat down and took Harry and the beloved plant on his knee. In a few words he repeated Mrs. Leete's words concerning the Easter lily and its relation to sinful men. When he had concluded Maisie smiled sweetly.

"It's all as true as can be," she said earnestly. "I wish you could keep the lily, so you might have it for inspiration."

"He can come over here and look at it," suggested Harry eagerly.

"If you care to," said Maisie answering Bad's questioning look.

"Thank you, ma'am. I'll come all right," he said, as he rose to go. "I expect Harry's forgiven me by this time."

The boy nodded and hung his head. "Maisie said I told a lie about our horse being smarter than yours," he confessed. "Our horse can't do one single trick."

Bad blushed hotly as he thought of his own behavior at the cross trail.

"Don't make me feel any meaner, kid," he said huskily, and he bent and kissed Harry's cheek.

Just as he was leaving, Harry's parents came in, and Bad was introduced to them by Maisie, who was Mr. Weyland's sister come to spend the summer with them.

Maisie passed over the awkwardness of the meeting with rare tact, and Bad left the house, promising to call again in a few days and see how the lily was coming along.

"Where is your Easter lily, Bad?" inquired Mrs. Leete a week afterwards.

Bad told her, reddening as he did so.

"If it hadn't been for you, Mrs. Leete, I might not have thought of cutting out the drink. Now that I have I'm glad, I'm beginning to feel the warmth of the sunshine, and, gosh, ma'am, I've soaked

it with prayers, and I think I'm coming out all right."

"God bless you, Badwin," said Mrs. Leete gently, for she could almost see into the future and glimpse the happy time when Bad Heckert, a new-made man, would win Maisie for his wife and they would come to live in the largest cottage on the U-O.

That Easter was the beginning of a new life for him.

---

### The General's Orderly

BY ALAN HINSDALE

During a lull in the fighting in Flanders, when the Germans were making their onslaught upon the allies, Hans Schreiber, who had been called to the colors from his father's farm in Westphalia, had marched away as a private and had through the killing off of officers and his own bravery been promoted to be captain, was one morning ordered before the colonel of his regiment.

"Captain," said his commander, "it has been reported to me that you have been caught fraternizing with a private soldier in your company. Possibly you may not know the customs of the army in this respect. In the army there can be no familiarity whatever between an officer and a soldier. This war has necessitated the promotion of many men from the ranks, which is contrary to the spirit of the military forces, and doubtless there are officers who do not realize the great gulf that lies between them and their former companions. I have sent for you to warn you that if you are again caught conversing familiarly with Fritz Oelrich you will be court-martialed, and the punishment will be severe."

"But, colonel," the captain protested, "Private Oelrich is from the same locality as I. He is very young and requires a friend to cheer him, to prevent his falling a victim to homesickness, which will impair the value of any soldier. I feel it to be my duty"—

"Your duty is to obey orders. Go, and do not again let me hear any more of this breach of military discipline."

The colonel turned away from Captain Schreiber, who saluted and went back to

his command. The very next day the Germans made a drive in which the captain again distinguished himself. One of the field officers of his regiment was killed, and his colonel was about to recommend him for promotion to be major when it was reported that young Oelrich had been slightly wounded, and the captain, forgetting that his position was at the head of his company, had carried the private to the rear in his arms.

The colonel, as he considered this act of gallantry on the one hand and dereliction of duty on the other, knit his brows. Had it not been for the necessity of supplying the gaps constantly occurring among the officers he would have made short work of Captain Schreiber, notwithstanding his efficiency as a leader. As it was, he felt compelled to recommend his subordinate for promotion. Indeed, he knew of no other man that he could put in the place of the officer who had been killed in whom he would have confidence.

The necessities of the service and not a yielding to any tenderness he might feel induced the colonel to ignore the report of Schreiber's having carried Fritz Oelrich off the field and to give him a higher command than a single company.

"Captain," he said to Schreiber, "Major Heckler having been killed, you will assume his position and the command of the companies that were intrusted to his care. I shall only add that the higher the rank of an officer the more incumbent it is upon him to remember the gap between him and the men of the ranks whom he commands. The discipline of the army is of the highest order. This cannot be attained or kept up except by the officers being absolute masters of the men."

Captain — now Major — Schreiber saluted, but said nothing and again left his commander without that punishment which he knew except for necessity would have been meted out to him.

A combination of bravery and tenderness has always captivated the world. Major Schreiber the moment a fight opened was a lion; the moment it ended he became a lamb. He went about with the Red Cross workers succoring the wounded and was never known to prefer

the case of a German to a Frenchman. It was this that led his comrade officers into a tacit unacknowledged agreement to turn the other way whenever the major's sympathetic nature overcame his sense of duty and he went beyond the limits in expressing that sympathy to a common soldier.

In the case of Fritz Oelrich he never offended openly. Toward Fritz, when others were there to see, he maintained an unapproachable dignity. But unfortunately he had been surprised speaking earnestly to the boy, and on one occasion had taken Fritz's hand in his while speaking words of encouragement and comfort. He did not know how often he had been seen in such position, for those who saw him kept the secret.

There was fighting all this time, and Schreiber's efficiency as a leader was constantly being demonstrated. On a reorganization of a certain force that had been very much depleted he was made colonel of a regiment. Another fight took the general of his brigade, and Colonel Schreiber was put in his place.

When those officers and soldiers who understood their general's weakness heard that he had made Fritz Oelrich, who was still a private, his orderly, there was a feeling of dread among them. They feared that Schreiber's affection for the boy might place him in a position to bring his honors tumbling about his head. If Oelrich had but enough of the qualities of a soldier to promote him to the lowest rank of officer there would be no danger. There was no military law to prevent a general from hobnobbing with a lieutenant, but there was a very stringent law against his having anything of a social nature with a private. When men have confidence in a leader they are anxious that that leader should continue to command them. General Schreiber's troops were fearful that his partiality for young Oelrich would end in his being degraded and they obliged to accept another untried commander.

Their fears were not groundless. One day General Wenz, commanding one of the brigades, went to General Schreiber's headquarters — they were at the time in a farmhouse — for the purpose of arranging

with him certain features of an attack that was to be made upon the enemy. He found Schreiber bending over his orderly, who was lying on a bed in an adjoining room in a high fever. The visitor called Schreiber out for consultation, but found it impossible to secure his attention.

"I understand, general," he said to Schreiber, "that my brigade and yours are to advance upon the enemy as soon as the artillery has demolished their defenses."

"What enemy?" asked Schreiber.

"What enemy? Why, the French, of course. There's no other enemy in our front. The British are far north of us."

"Oh!" was the only reply. A groan from the rear room carried the general there. When he returned he said:

"Please excuse me, general. My orderly is very ill. He comes from the same region as I, and we came to the war together, both in the ranks. I feel it obligatory on me to take especial care of him."

"Certainly. The orders are that we shall advance under a curtain of fire"—

Another groan. General Schreiber heard it and did not hear the speaker. The visitor arose impatiently. "I perceive, general," he said, "that your mind is centered upon your orderly, and the army must wait till the orderly recovers."

This was said with a bitter tone, and the man who said it clanked out of the house.

The next morning the two brigades were drawn up in mass and at a given signal advanced to capture a French position that had been pounded by the German heavy guns. The attacking force became confused and were driven back.

"General," said Wenz savagely, "this comes of my being unable to get your attention yesterday when I called to talk over this attack. Your mind was on a single private soldier instead of on the welfare of the fatherland."

"Let us try again," Schreiber replied. And, moving out to the front of the line, he seized a standard from a color bearer and led a charge that was not only successful, but was maintained.

Soon after this fight Schreiber received an order from the general commanding

the division to send Private Oelrich back to his regiment. It was evident to the recipient that General Wenz had reported the failure of his effort to secure his colleague's attention when he had called to arrange the details of the coming attack and the cause. Had not Schreiber by his gallantry accomplished the object of the charge he would not have got off so lightly.

Nothing was heard of the stumbling-block in the way of General Schreiber's efficiency till the Germans began their attempt to reduce Verdun. Then after one of the terrible and unsuccessful charges in mass made on the French works the general was seen by his division commander leaning over Private Oelrich, who was lying on the ground in a pool of his own blood.

"General Schreiber, what are you doing here? Your brigade is forming with others to make another attack. We are expected to take the position if we have to try a hundred times."

There was no response except a moan. The man addressed quite likely did not know that he was addressed. The other was about to pour forth some stinging rebuke when he saw Schreiber fall lifeless across the body before him. He had been struck by the fragment of a shell.

When the Red Cross workers went over the battlefield they took up the bodies of General Schreiber and Private Oelrich together and carried them to the rear. Their identification tags were examined, and it was found that they hailed from the same place in Westphalia. Their bodies were sent home addressed to the same person, an old farmer, the father of General Schreiber.

The neighbors got together to do the last honors to the dead. Some troops in the neighborhood were detailed to carry the general's body to the grave and fire the customary salute over it. Old Schreiber took the commander of the escort aside and told him that Fritz was to be buried with the general and it would please the family if his body could go on the same gun carriage. The officer said no, but when the old man whispered a few words in his ear he consented.

The funeral cortege attracted more

than usual attention, not only on account of the high military rank of General Schreiber, but because the secret of his attachment to his comrade was known to many of his fellow citizens who lined the route over which it passed, some of them shedding tears.

The two bodies were lowered into the same grave, and a volley was fired over them, and the mourners dispersed. In due time a headstone was placed over them, on which was inscribed, "In Memory of Carl Schreiber and Gretchen, His Wife."

### A Pair of Needles

BY CHARLES S. PEASE

As the train came to a stop outside the Grand Central station she glanced up from her book to look squarely into the eyes of a young man not a yard away in another car. Of course she returned to her book at once, but when her train moved forward she just couldn't help making sure that he wasn't looking still. He was, though, and his cap was off. "Fairly caught," flashed a twinkle in his eyes, and the trains slid away in opposite directions.

"I know you, Pemberton Peabody, but you don't know me. I remember when you kicked the winning goal for Dartmouth, and I am not likely to forget the time you pulled the girl out of the surf at Kittery Point. I wonder if I shall see you for a fourth time. Very probably not. Of course you are like a needle in a haystack. Farewell, 'Needle;' good luck. You are a nice boy."

"Bless my heart, here you are, Madge! My dear, come right along; my machine is waiting on ~~Forty-second street,~~" and Uncle Don, otherwise Dr. Donald Cameron, hustled in.

"So you are bent on carrying out your plans to go a-nursing in France?" quizzed the physician as they bowled along up the avenue, "and you want to put on the finishing touches and the high polish of an expert trained nurse in the Morningside hospital under my eye. Is that the idea?"

"Yes, indeed, and you are delighted too. So don't make up any fibs, old

thing," laughed Madge Cameron, squeezing his arm.

That night there was a new nurse in the accident ward of the Morningside.

"George, where did that train come from that just pulled ahead?" asked the Needle, forking over the customary coin.

"That train, sir, what just pulled ahead? Why, that's no train at all, sir! That's the president's special, what came down from Boston just to bring Miss Madge, the daughter of the president of this railroad, sir. She had the car all to herself 'cept for the stewardess, what is my wife, sir."

The Needle put a crisp dollar bill on exhibition.

"Miss Madge, she's the very nicest young lady what ever happened," continued the porter. "What do you suppose—she's going to France for to be a trained nuss!"

"Engaged?"

"Engaged to be married, sir? No, sirree! Miss Madge is all nuss now. She wouldn't even look at a man. Thank'ee, sir. Goodby, sir!"

"Wouldn't look at a man, eh? I feel lucky today." And the Needle grinned as he made his way to his hotel. "By Jove, she looked at me twice, and I'm going to find Miss Madge Cameron if I have to enlist in the French army, but I suppose it would be like hunting a needle in a haystack to find her in France."

Pemberton Peabody, a junior architect, came to New York to supervise a great new hall for Columbia College, on Morningside Heights.

His duties were exacting. The work of scores of contractors was to be watched, the proper sequence of operations arranged, and he had to be as nearly everywhere at once as it is possible for mortal man. All went along pretty well until one day a tile fell from a scaffold and crumpled him up on the ground with a broken head.

When Madge Cameron came on duty that night the head nurse said: "We have a new case; came in late this afternoon. The house surgeon will not say if it's a fracture or concussion. Consultation when Dr. Cameron comes in. We have not been able to locate his people."

After due explorations Dr. Cameron decided that there was no evidence of fracture.

"Concussion certainly," he said; "will be unconscious for some hours yet."

As Madge came up with the dressings she took a glance at the patient and promptly dropped the tray.

Peabody regained consciousness before noon the next day, but the symptoms were such that he was removed from the accident ward and placed under observation in another part of the hospital.

His lowered vitality, due to the shock, hastened the development of typhoid, and shortly he was in high fever and delirium.

"Uncle Don," said Madge one evening, "don't you think that I should have some experience in the fever wards? I've been doing accidents for three months, and I want to go abroad this autumn, you know."

"Why, yes, Madge; I intend that you should have that experience, too," agreed Dr. Cameron.

Through the short cool nights Madge would sit by the Needle—just like a mother or sister, of course—feed him and cool his poor face, but nothing would stop the restless head from rolling like some monologues that Madge's fertile brain evolved. These were far more intimate than any mother or sister business in this drama. It was positively dangerous; therefore fascinating and most deliciously scary, for the Needle was approaching the borderland of consciousness. Still it had to be done. They had to be administered for the effect they produced and were to be classed with ice and gruel and that sort of thing. But, goodness gracious, Peter, if the Needle should happen to "come to" while some of this very special treatment was going on! And Madge would all scrooge up at the very thought of such a thing. Still her sense of duty drove her resolutely forward.

"It's up to me to do something for him that his mother or sister couldn't do," decided Madge, and then would follow one of the treatments:

"Pemberton Peabody, for goodness' sake do put down those paddles! I can

carry such things. Do you take this lunch basket, and these three rugs, and the box of vacuum bottles, and the tent, and put them all in the exact center of the canoe. There; that's the nice boy. Now I think we are ready. Oh, wait; just run up to the camp and get my novel. It's on the mantel—no, on the Chinese chair—no, here it is, in the pocket of my raincoat. What, you in the canoe first? No, sir! How could I launch my small person into the bow if it's a mile out of water from your perching in the stern? Ladies first, please. Now we're off! Let's go to the cove and make a fire on the beach. Then we can cook supper and afterwards snuggle up all comfy in the rugs and watch the moon come up. It's about time we settled where we are going for our honeymoon. The wedding is just three weeks from today, and there is such a lot to do in the meantime. Oh, dear; I almost wish it was all over and we were just starting off by our lonesomes, just this way! Hi, there, skipper! You are splashing! Now let's run up alongside that log; it's so much better than landing on the beach. Easy—easy—so—and here we are."

In July all of Madge's family were at the cottage on the Maine coast, and many were the impatient demands that she take a vacation and come North by the first train. Finally there came a summons that she had no thought of evading. Her father was very ill.

She made all of her simple preparations very quickly. Uncle Don was to come for her in an hour. The Needle was improving. They said he was nearly out of danger, but he was still delirious.

Madge gave him his broth and patted his pillow—yes, for the last time. Then she knelt by his cot, her heart pounding like mad.

"Needle, dearie, Madge must go now. Madge is going way, way off. She will never see her Needle again. You will be well soon. You will go back to your own life, your family, your—sweetheart. But, Needle, you will never know who it was that helped pull you back when you were almost toppling over into kingdom come. And we aren't going to have any

more canoe trips, and we aren't going to watch moonup on the lake any more, Needle. But, Needle, just for five wild, wild delicious minutes, I'm going to lay my head down here and whisper in your ear. I am yours, and you are mine for five whole minutes, for," very softly, just a breath of a whisper, "I love you, Needle, but I wouldn't have you know it for a thousand worlds!"

Madge bounded to her feet as a thin voice, as from an immeasurable distance, succeeded fairly well in saying:

"Oh, Madge, forgive me! I've been shamming a lot lately. I—I"—

But she ran away like a wild thing, and Uncle Don found her face down on the cot in her room.

"There, there, my girl! Perhaps daddy is not so bad after all."

One morning in August a crack catboat, the Meow, put out from Great Diamond Island and skimmed the waters of Casco Bay under the practiced hand of an independent little person in a blue and white bathing suit. One brown hand held the sheet and the other held the tugging tiller at arm's length as she kept the jumping craft only a few points off the wind.

A flying motorboat popped out from behind Basket Island just at the wrong instant, and in coming about the skipper of the sailboat was a bit careless, for when the boom thrashed over her head was in the way, and in an instant the cat lost speed and the sail hung flapping in the wind, for the little skipper lay in a heap in the cockpit.

Pemberton Peabody, captain and crew of the power boat, bore down on the other craft to find that the one person in the world he wanted was as helpless as he had been from a crack on the head.

"It's Madge Cameron, by the great horn spoon! There is nothing for it but to take her to my camp on Basket Island and signal from there for help."

In a few minutes he had Madge laid out on a cot in the shade of a big spruce, with a salt bag full of cracked ice on the place that got bumped. Then he went to the flagpole and set the union jack upside down.

"Oh, Lordy, Lordy! If she would only wake up and let me tell her something! Madge Cameron, you are the only girl for me, and you have been ever since I saw you framed in the car window on your father's special! Yes, and you peeked at me out of the tail of your eye—you did. Do, please, wake up!"

"Hello! Who is that tooting over the other side of the island? I must go and see about that."

Some time before this Madge had "come around" all right and was nearly giggling over the clumsy attentions of her "nurse," but her wits prompted, "Brer Rabbit, he lay low."

Just when the first shades of consciousness had come, when everything was hazy and strange, she thought:

"Yes, I'm surely in heaven, but I didn't know they had spruce trees and camp cots there. I seem to have brought my old head along that got smashed that day on Casco Bay. And, goodness me, if here isn't the Needle! So you are dead, too, poor Needle!"

When Pemberton Peabody got back from a fruitless hunt for a rescuing craft he found a penciled scrawl on a paper bag on the cot in the place of Miss Madge Cameron:

I'm swimming out to the Meow. Sailing Saturday for France for a year. You are to come to dinner at 7. Will send for you.  
M. C.

P. S.—Oh, forgive me, Pemberton Peabody. I've been shamming for the last thirty minutes.

Pemberton attended the dinner at 7 as might be expected, and as each had given away their heart secret Miss Cameron did not sail for France, but took Pemberton for her pilot for life.

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### Philander Perkins of the Notch

BY CHARLES S. PEASE

Harkin's general store was the town club, and around the rotund stove which stood in a square sand box the members gathered summer and winter. There were regulars and transients in this village senate, some arriving soon after the shutters were taken down and who hurried back from their dinners. Occasional

visitors were rather lightly regarded and their opinions, expressed in an unguarded moment, instantly disputed. Well whitened chairs and benches surrounded the stove, and from a creaky windsor arm-chair sacred to himself Philander reigned. The rest of the furniture was by common consent the roost of the regulars.

One morning an impressive person stopped his "eight" at the store to get a road map, and in order to get some information that the map did not seem to cover he pushed himself into the circle about the stove, interrupting a line of observations by Philander on crops.

Following a lead to matters of traveling abroad, he was soon holding it over his audience that he had been all over Europe, had visited the Pyramids and Persia, Manila and Madagascar, Australia and the Argentine. He had crossed the Andes and the Isthmus, and had a speaking acquaintance with the equator. During this gratuitous travelogue many a side glance was directed by the senators to note the effect on Philander Perkins, who after awhile paused in stabbing his pipe stem with a stalk of timothy and, looking severely over his spectacles at the intruder, inquired, "Have you ever been to Great Notch?"

"Great Notch?" asked the traveler. "Great Notch? Where is that?"

"Haven't seen Great Notch? Well, well, mister, you've got a geat deal to see yet!" And the traveler departed in high dudgeon, slamming the door after him.

Above the village and perhaps half a mile therefrom stood the castle of Philander Perkins in a gap in the hills called Great Notch. Famous in the country roundabout are the views from that much-favored region. To the south, the line of the Orange mountain, dotted with the villas of the commuters, and as the eye sweeps east there is seen the outline of Staten Island, somewhat obscured by the vapors from sundry oil refineries, whence come that precious fluid which makes the motor horn own brother to the crack of doom.

Here at the Notch dwelt Philander Perkins in a three-roomed bungalow built by himself. Some ten acres of land, in-

cluding a pasture and a wood lot, a kitchen garden and a corn patch, a cow stable and a producing hennerly, rounded out the demesne. Some estates are grander, some are larger, but none ever fitted the owner better.

Contentment perches on its ridgepoles, purrs from the cat, wags from Towser's tail and sings from the kettle.

Philander had never married, and when twitted about it by those who dared he was moved to make some pithy remarks about being compelled to wear one's coat and shoes in the house; to tolerate housecleaning by the calendar instead of by the thermometer and spending real money for feathered headgear, and so forth. He sniffed in scorn when some senator intimated that he had heard it said that, though a man might live to a ripe age in single harness, he was bound to trot double some time and therefore it was best to start young and get broke, for the longer postponed the greater the ordeal would be complicated. To all this he would say "Fudge," milked his cow, made his own butter, cooked his meals when he was hungry and performed the inside and outside chores with neatness and dispatch.

"Providence never intended me to trot double. No calico in mine. If I am late," he told his cronies, "I don't have to select the most plausible of several excuses to hand out for home consumption."

"Oh, Philander, you are well armored except in one spot! Your plating is complete—almost; you are invulnerable—nearly!"

Late one afternoon Israel Harkin approached the forum and asked if anybody was going up street pretty soon. Philander said he was willing to do the errand, as he was leaving for home in a few minutes. "I want to get you to take this flannel up to Hiram," said Israel.

"How is Hiram anyway?" asked someone.

"Sick abed with inflammatory rheumatism," Israel told them. "Ever since his wife died ten years ago he hasn't had anyone to look after him properly. He hasn't had his victuals regular and hasn't had any of the comforts of home. He



ought to have a housekeeper. Hiram is pretty 'near,' you know, and is as contrary as a red heifer. I've had a trained nurse to come down from town to take care of him. Hiram is well fixed. He can afford it. The pay is twenty-five a week."

"Whew," blew Philander, "she must be pretty good! One of those young things in a striped dress and a cap as big as a trade dollar?"

"No, sirree! Her name is Mrs. Samuel P. Simpson, and she's got more sense than I ever seen before inside of a calico dress. Hiram, he's got his master at last!"

"Hiram? Master him?" And Philander smiled broadly. "Let's have the flannel, Israel."

Answering Philander's resounding blows of the knocker on Hiram Harkin's front door, a comely person promptly appeared in a spotless blue and white uniform and an ample snowy cap, fairly radiating protection and comforting assurance. It seemed to Philander as though she might be capable of making those little motherly clucks peculiar to brooding hens.

"My name is Philander Perkins. I've brought some flannel for Hiram from his brother at the store," and Philander bowed awkwardly and knew it.

"Come right in, Mr. Perkins, and take a seat in the parlor while I get the flannel on Mr. Harkin. He will be glad to see you. I won't be more than five minutes."

"I don't know as I have time," faltered Philander, who had all the time there was. However, she had already shut the door and all but pushed him into the best room. He quickly noticed that a revolution had taken place in that temple and was soon cheerily bidden to Hiram's room, a chair was placed for him and the door closed. The sufferer was trussed up in bed like a large fowl prepared for the oven.

"Philander, I am glad you have come. I need the support of a friend. I feel like a cornshuck in a gale of wind. I cannot realize that I am in my own house or that I'm myself at all.

"The first thing she did when she got here was to fire all the medicine in the

house out of the back window, and then she iled me as aforesaid. After that she got four women and a boy and cleaned house in three hours. I overheard from Stebbins' boy they got a wheelbarrow load of dirt out. The furniture is all reset. I don't seem to have anything to say in my own house—me that was born here. Philander, I don't think I can stand it. What would you do about it?"

"Do about it? Do about it? You old salt mackerel, you've needed freshening for the last ten years! You just do what you are told. You don't know when you are well off. Just relax on your old rusty hinges and surrender to— to superior power."

"Huh! You wouldn't, Philander."

"Well," said that person dryly, "I don't have to. I'll be around tomorrow to see that you are obeying orders."

Philander was conscious of a sense of satisfaction in being on the side of the ruling spirit in the house and showed as much when he was taking his leave.

"Goodday, ma'am," he offered blandly. "You will find your patient a little contrary, but your coming is the best thing that could happen to him. He wants training more than any man I know, and if this spell does not kill him he will come out of it a new critter. I'll drop in once in awhile. Any help that I can give will be rendered most gladly," finished Philander gallantly.

Mrs. Simpson smiled graciously and thanked Philander in a nice superior sort of way, as befitting the general manager of the situation, and that pleased him, for wasn't he a superior person himself?

"Philander," lamented Hiram Harkin the next day, "she's had all the windows open. She sent down to the carpenter shop and got Abner up here. They pretty near tore the side of the house out getting some of the windows open. They hadn't been raised since the house was built! Neither my mother nor Mrs. Harkin would have them open on account of flies or dust or the cold. Mrs. Simpson says it isn't safe to live in a trunk with the lid down. Now, what do you think about all these notions?"

"Hiram, she will make a man of you yet. You have lived in this old cocoon

till you are as afraid of a mouthful of fresh air as a tramp is of a shower bath."

"By the way, Hiram," inquired Philander pointedly, "how about Samuel P.?"

"Samuel P.? Samuel P. who?"

"Samuel P. Simpson, Hiram, her husband. Can't he support her?"

"Why, Philander, she's a widder."

"Oh!" said Philander Perkins.

Late in the fall of that year Philander asked if any one in the senate had a goose bone that would apply to the State of Ohio.

"I must go out there to look after some land that I took in trade some years ago, and I will sell it by the gallon or I will take so and so per foot board measure for the standing timber if there is any."

As nobody had the desired article, Philander took a chance and left for the West the following day, escorted to the train by the entire deliberative body from Harkin's store. In ten days he was back again in pretty bad shape with rheumatism.

"Well, I got what I was looking for. I sold the property, and I got soaking, sopping wet. Harkin, if you have the address of Mrs. Samuel P. Simpson I wish you would wire her to take passage for Great Notch at the earliest possible moment. I'm in for a siege something like Hiram had, and I'm going to take the same medicine." Philander was driven home by one of the senators, who also volunteered to attend to him and the chores until expert relief arrived.

As welcome as sunshine after rain, Miranda Simpson turned up the next morning bright and early.

A wave of pure joy such as Philander had never known broke over him at sight of this angel of mercy and washed him up to high water mark.

"Mrs. Simpson, you are a raft to a shipwrecked sailor. You are a bucket of water to a dry camel. I resign. I surrender. Feed me liniment or rub it in. You may turn this mansion inside out and shake it, only bring me around like you did Hiram Harkin."

Mrs. Simpson took the nearest rocker. "Mr. Perkins," she said, "surrender is a very good medicine, and now to get you comfortable. After that we will try to

get things shipshape. Never mind; I'll find everything, never fear."

In a few days Philander was taking refreshing naps and absorbing all the nourishment that was considered good for him.

One evening Hiram Harkin dropped in. Philander noticed that he had a new suit of clothes and that his hair and beard had recently been trimmed.

"Philander, I understand that you are coming around all right. Couldn't be otherwise with the kind of care you're getting."

Hiram would not sit down, but kept stirring around as though he had something on his mind. Finally he blurted out, "Mrs. Simpson, I think I'll sit by the fire in the front room till you are through fussing with Philander," and went out.

"Did you want to see me about anything, Mr. Harkin?" asked Mrs. Simpson a few minutes later, looking into the front room.

"Yes, ma'am," said Harkin eagerly, getting up from his chair and shutting Philander in.

"By the ten plagues of Egypt, that old rascal has spruced himself up to come here to my house and court my nurse under my very nose!"

Just then a boy's voice was heard in the back entry asking if he could get a quart of milk, and Mrs. Simpson bustled forth to serve him.

Philander Perkins dashed into the front room.

"Look here, you old horse mackerel, have you got the nerve to come here to my house a-sparking my nurse? Well, here is your old plug hat. Use it. Git! Marry you? Not in a thousand years! Besides, I'm going to ask her myself!"

It is barely possible that some of this may have reached the widow, for it could have been heard about a mile on a clear night.

Then from the entry door there came severely, "Philander Perkins, back to bed this very instant!"

"Yes, ma'am," said Philander, diving into his room.

"Good night, Mr. Harkin. I'm very busy now." And the Widow Simpson

returned to the back entry and gave the boy three doughnuts to go with the milk.

One hot afternoon the next summer two countrymen were driving homeward through the picturesque Great Notch.

"Hello, there is Philander Perkins takin' a long pull of well water out of a tin dipper! I'm going up to the house to ask him for a drink. I'm awful dry."

"Who's the lady on the stoop shelling peas? I thought Philander was an old bach."

"Why, that's Mrs. Philander Perkins, the Widow Simpson that was!"

### His First Penitent

BY JAMES OLIVER CURWOOD

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In a white wilderness of moaning storm, in a wilderness of miles and miles of black pine trees, the Transcontinental flyer lay buried in the snow.

In the first darkness of the wild December night engine and tender had rushed on ahead to division headquarters to let the line know that the flyer had given up the fight and needed assistance.

In the coaches it was growing steadily colder. Men were putting on their overcoats, and women snuggled deeper in their furs.

In the smoking compartment of the Pullman sat five men gathered in a group. Of these one was Forsythe, the timber agent; two were traveling men; the fourth a passenger homeward bound from a holiday visit, and the fifth was Father Charles.

All were smoking and had been smoking for an hour, even Father Charles, who lighted his third cigar as one of the traveling men finished the story he had been telling. They had passed away the tedious wait with tales of personal adventure and curious happenings.

The priest's pale, serious face lit up, in surprise or laughter with the others, but his lips had not broken into a story of their own. He was a little man, dressed in somber black, and there was that about him which told his companions that within his tight-drawn coat of shiny black there were hidden tales which would have

gone well with the savage beat of the storm against the lighted windows.

Suddenly Forsythe shivered at a fiercer blast than the others and said:

"Father, have you a text that would fit this night—and the situation?"

Slowly Father Charles blew out a spiral of smoke from between his lips, and then he drew himself erect and leaned a little forward.

"I had a text for this night," he said, "but I have none now, gentlemen. I was to have married a couple a hundred miles down the line. The guests have assembled. They are ready, but I am not there. The wedding will not be tonight, and so my text is gone. But there comes another to my mind which fits this situation—and a thousand others—'He who sits in the heavens shall look down and decide.' Tonight I was to have married these young people. Three hours ago I never dreamed of doubting that I should be on hand at the appointed hour. But I shall not marry them. Fate has enjoined a hand. The Supreme Arbiter says 'No,' and what may not be the consequences?"

"They will probably be married tomorrow," said one of the traveling men. "There will be a few hours' delay—nothing more."

"Perhaps," replied Father Charles, as quietly as before. "And—perhaps not. Who can say what this little incident may not mean in the lives of that young man and that young woman—and it may be in my own? Three or four hours lost in a storm—what may they not mean to more than one human heart on this train? The Supreme Arbiter plays his hand, if you wish to call it that, with reason and intent. To some one, somewhere, the most insignificant occurrence may mean life or death. And tonight—this—means something. Long ago I knew a young man and a young woman who were to be married. The man went West to win a fortune. Thus fate separated them, and in the lapse of a year such terrible misfortune came to the girl's parents that she was forced into a marriage with wealth—a barter of her white body for an old man's gold. When the young man returned from the West he found his

sweetheart married, and hell upon earth was their lot. But hope lingers in young hearts. He waited four years, and then, discouraged, he married another woman. Gentlemen, three days after the wedding his old sweetheart's husband died, and she was released from bondage. Was not that the hand of the Supreme Arbiter? If he had waited but three days more the old happiness might have lived.

"But wait! One month after that day the young man was arrested, taken to a western state, tried for murder and hanged. Do you see the point? In three days more the girl who had sold herself into slavery for the salvation of those she loved would have been released from her bondage only to marry a murderer!"

Forsythe scratched a match and relighted his cigar.

"I never thought of such things in just that light," he said.

"Listen to the wind," said the little priest. "Hear the pine trees shriek out there! It recalls to me a night of years and years ago—a night like this, when the storm moaned and twisted about my little cabin and when the Supreme Arbiter sent me my first penitent. Gentlemen, it is something which will bring you nearer to an understanding of the voice and the hand of God. It is a sermon on the mighty significance of little things, this story of my first penitent. If you wish I will tell it to you."

"Go on," said Forsythe.

The traveling men drew near.

"It was a night like this," repeated Father Charles, "and it was in a great wilderness like this, only miles and miles away. I had been sent to establish a mission, and in my cabin that wild night, alone and with the storm shrieking about me, I was busy at work sketching out my plans. After a time I grew nervous. I did not smoke then, and so I had nothing to comfort me but my thoughts, and in spite of my efforts to make them otherwise they were cheerless enough. The forest grew to my door. In the fiercer blasts I could hear the lashing of the pine tops over my head, and now and then an arm of one of the moaning trees would reach down and sweep across my cabin roof with a sound that made me shudder

and fear. I have heard the pine trees shriek like dying women, I have heard them wailing like lost children, I have heard them sobbing and moaning like human souls writhing in agony"—

Father Charles paused to peer through the window out into the black night, where the pine trees were sobbing and moaning now.

"And when they cry like that," went on Father Charles, "a living voice would be lost among them as the splash of a pebble is lost in a roaring sea.

"As I sat shuddering before my fire, there came a thought to me of a story which I had long ago read about the sea—a story of impossible achievement and of impossible heroism. As vividly as if I had read it only the day before, I recalled the description of a wild and stormy night when the heroine placed a lighted lamp in the window of her seabound cottage to guide her lover home in safety. Gentlemen, the reading of that book in my boyhood days was but a trivial thing. I had read a thousand others, and of them all it was possibly the least significant, but the Supreme Arbiter had not forgotten.

"The memory of that book brought me to my feet, and I placed a lighted lamp close up against my cabin window. Fifteen minutes later I heard a strange sound at the door, and when I opened it there fell in upon the floor at my feet a young and beautiful woman. And after her, dragging himself over the threshold on his hands and knees, there came a man.

"I closed the door after the man had crawled in and fallen face downward upon the floor and turned my attention first to the woman. She was covered with snow. Her long, beautiful hair was loose and disheveled and had blown about her like a veil. Her big, dark eyes looked at me pleadingly, and in them there was a terror such as I had never beheld in human eyes before. I bent over her, intending to carry her to my cot, but in another moment she had thrown herself upon the prostrate form of the man, with her arms about his head, and there burst from her lips the first sounds that she had uttered. They were not much more intelligible than the wailing grief of the pine trees

out in the night, but they told me plainly enough that the man on the floor was dearer to her than life.

"I knelt beside him and found that he was breathing in a quick, panting sort of way and that his wide open eyes were looking at the woman. Then I noticed for the first time that his face was cut and bruised and his lips were swollen. His coat was loose at the throat, and I could see livid marks on his neck.

"'I'm all right,' he whispered, struggling for breath and turning his eyes to me. 'We should have died—in a few minutes more—if it hadn't been for the light in your window.'

"The young woman bent down and kissed him, and then she allowed me to help her to my cot. When I had attended to the young man and he had regained strength enough to stand upon his feet she was asleep. The man went to her and dropped upon his knees beside the cot. Tenderly he drew back the heavy masses of hair from about her face and shoulders. For several minutes he remained with his face pressed close against hers; then he rose and faced me. The woman—his wife—knew nothing of what passed between us during the next half hour. During that half hour, gentlemen, I received my first confession. The young man was of my faith. He was my first penitent."

It was growing colder in the coach, and Father Charles stopped to draw his thin black coat closer about him.

"He had come into the North about a year before," continued the priest, "and had built for himself and his wife a little home at a pleasant river spot ten miles from my cabin. Their love was of the kind we do not often see, and they were as happy as the birds that lived about them in the wilderness. They had taken a timber claim. A few months more and a new life was to come into their little home, and the knowledge of this made the girl an angel of beauty and joy. Their nearest neighbor was another man several miles distant. The two men became friends, and the other came over to see them frequently. It was the old, old story. The neighbor fell in love with the young settler's wife.

"As you shall see, this other man was a beast. On the day preceding that night of terrible storm the woman's husband set out for the settlement to bring back supplies. Hardly had he gone when the beast came to the cabin. He found himself alone with the woman.

"A mile from his cabin the husband stopped to light his pipe. See, gentlemen, how the Supreme Arbiter played his hand. The man attempted to unscrew the stem, and the stem broke. In the wilderness you must smoke. Smoke is your company. It is voice and companionship to you. There were other pipes at the settlement, ten miles away, but there was also another pipe at the cabin, one mile away. So the husband turned back. He came up quietly to his door, thinking that he would surprise his wife. He heard voices—a man's voice, a woman's cries. He opened the door, and in the excitement of what was happening within neither the man nor the woman saw or heard him. They were struggling. The woman was in the man's arms, her hair torn down, her small hands beating him in the face, her breath coming in low, terrified cries. Even as the husband stood there for the fraction of a second taking in the terrible scene the other man caught the woman's face to him and kissed it. And then—it happened. It was a terrible fight, and when it was over the beast lay on the floor bleeding and dead. Gentlemen, the Supreme Arbiter broke a pipestem and sent the husband back in time!"

No one spoke as Father Charles drew his coat still closer about him. Above the tumult of the storm another sound came to them, the distant piercing shriek of a whistle.

"The husband dug a grave through the snow and in the frozen earth," concluded Father Charles, "and late that afternoon they packed up a bundle and set out together for the settlement. The storm overtook them. They had dropped for the last time into the snow, about to die in each other's arms, when I put my light in the window. That is all, except that I knew them for several years afterwards and that the old happiness returned to them—and more, for the child was born,

a miniature of its mother. Then they moved to another part of the wilderness and I to still another. So you see, gentlemen, what a snowbound train may mean, for if an old sea tale, a broken pipe-stern"—

The door at the end of the smoking room opened suddenly. Through it there came a cold blast of the storm, a cloud of snow and a man. He was bundled in a great bearskin coat, and as he shook out its folds his strong, ruddy face smiled cheerfully at those whom he had interrupted.

Then suddenly there came a change in his face. The merriment went from it. He stared at Father Charles. The priest was rising, his face more tense and whiter still, his hands reaching out to the stranger.

In another moment the stranger had leaped to him—not to shake his hands, but to clasp the priest in his great arms, shaking him and crying out a strange joy, while for the first time that night the pale face of Father Charles was lighted up with a red and joyous glow.

After several minutes the newcomer released Father Charles and turned to the others, with a great hearty laugh.

"Gentlemen," he said, "you must pardon me for interrupting you like this. You will understand when I tell you that Father Charles is an old friend of mine, the dearest friend I have on earth, and that I haven't seen him for years. I was his first penitent!"

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### Mother's Emerald

BY AGNES G. BROGAN

When father first spoke of bringing the student to board I was glad. Any new companionship seemed promising. But when I considered that the student, being musical, might also be the possessor of an uncertain temperament, my troubles appeared to be increasing. One like father was bad enough in any family, flying off on the slightest provocation into a fit of temper or, in his better moods, listening apparently with an appreciative smile as one related some personal incident, only to find at its conclusion that his mind had been engaged

with some beloved "score." Nora, the cook, was my only comfort, and Nora had not what one might call an "understanding" mind.

Father told me his plan one evening with his customary tardiness. The student was to arrive at 8 o'clock and the south room to be prepared for his disposal.

He was coming "free" on condition of exchanging secretary work for lessons. This alone was a recommendation to the student's musical ability. Father would receive no pupil without promise of skill. Excitedly he named the young man as "his discovery." Eric Knowlson's future, he said, was assured. So I went to mother's picture about it. I have a way of going to mother's picture in all my joys and perplexities to receive advice from its soft eyes. You see, mother left this world as I entered, slipping out very silently before even my baby arms could reach her.

"Mother," I sighed, "if we must have another man in this house, oh, let us hope that he may be a sane one!" My experience with men ended with father, and I fancied them all like him. Nora encouraged me in this belief. "They're all the very old devil," she said. And with her remark in my ears I ran into the music room and incidentally also into the student. The sudden encounter surprised him as much as it did me. He had been removing his violin from its case, whistling softly. His whistle stopped abruptly. Then after we had stared at each other awhile he bowed.

"Eric Knowlson," he explained.

"Mercy!" I exclaimed rudely. "I should never have guessed it. Not the violinist?"

"The same," he replied, "long hair and soulful eyes missing perhaps." He smiled. "Bound to be a failure, then. None of the essentials."

"I am Professor Ludlow's daughter," I stiffly reproved him, "and will show you to your room."

"It is my turn to say 'Mercy!' I never should have guessed it," the young man remarked pleasantly. "Your father has always spoken of you as 'my daughter, the housekeeper.' Naturally I imagined

a staid, sensible appearing sort of person. Again, none of the essentials."

Suddenly my smile answered his. "You shall see," I challenged. So, with free and merry chatter, we found ourselves in the short space before dinner upon astonishingly friendly terms. It was father's forbidding presence which cast formality over the meal. Afterwards, upon the top step of the stairs, I listened to their music, father at the piano, the student with his violin. And the sweet strains of the instrument at his charmed touch caused even me, surfeited with music, to linger. Into the "Spring Song" came a dominant, personal note, that was suddenly a clear, compelling call. Slowly I moved in answer down the stairs, then paused perplexedly in the doorway. The student smiled. "I called you," he said daringly, "and I knew that you would come."

So our love began, abruptly, inexplicably.

One day Eric told me the story of his life. Uneventful it had been, yet one of sacrifice. His father, a violinist, had deserted Eric and his mother just as the lad was beginning to realize his inherited musical gift. After that he had quietly laid his ambition aside with his violin and turned to care for his mother. And now she was dead, now only had he dared to indulge his dreams, and father in a measure had made this possible. For himself money had not mattered, he said. There had been but one thing he coveted—a white marble stone for his mother's grave. This he must have. "And now there's you, Nance!" he cried, "I must have you!" Then he caught up my hand to look at my rings—mother's emerald and its tiny guard.

"Dear," he said, "at first I feared this costly ring might be significant."

"Oh, no!" I told him. "It has been the betrothal ring of our family, handed down for generations. Father's mother placed it upon my own dear mother's finger, and now that she is gone father trusts it in my keeping."

"It is of great value," Eric said, his eyes suddenly aglow as he bent over the wondrous stone; then with his first sign of impatience my lover turned from me.

"What is it?" I asked him, troubled.

"The jarring thought, perhaps, of our different stations," he replied—"your mother's costly emerald, my mother's unmarked grave."

Father coming in at this moment, I hastened to draw the tea table nearer the fire. Something was wrong with the alcohol lamp, so I drew my rings from my finger, bending to adjust it. Upon the mantel stood a small brass clock. Its high center spindle, with a sort of latticework beneath, made an excellent ring tray. Often I slipped my rings over the spindle, and there, hidden from sight, they safely awaited my pleasure. So I heard them now tinkle down to their place and came with a laughing remark to brighten Eric's sober mood. But it was unabated when Nora called me to the kitchen. After the evening meal there was no summons in the message of the violin. "Different stations," I repeated to myself pettishly. "What in the world is worth having save only love and happiness?" Then I remembered my rings. I had left them upon the clock spindle.

Down the stairs I crept silently—the household might be sleeping. The light of a street lamp shining through the window guided me across the room. I felt for the rings. Just one was there. The emerald must be upon the floor, or perhaps the mantelshelf, or—I pressed the electric button. Father, entering unexpectedly, found me upon my knees after a last hopeless search.

"The ring, of course!" he exploded. "You show it off to a penniless young vagabond, then leave it upon the mantelshelf—a fortune within easy reach of a stranger." Still muttering accusations, father went carefully over the polished surface of the floor, where no smallest glinting thing might hide. Then, as I had so many times done, he lifted each article from the mantelshelf. There were but four—the candlesticks, the clock and mother's picture. The ring had completely disappeared. For one long moment father eyed me in stern condemnation.

"You will make no mention of this loss," he commanded sharply, "nor let

the adventurer know that he is suspected. In that lies our only hope of recovery. Heshall bewatched. He is the only person, excepting our two selves, who has either entered or left this room tonight. There is no possible way that the ring could have escaped."

It seemed all very true. But perhaps, I reflected, Eric had taken the ring for the night into his own safe keeping. In the morning he would smilingly chide me for my carelessness as he restored it. In the morning Eric was gone. Nora brought a note from him as I was dressing.

"Dearest," it read, "I am called away very suddenly. Will explain when I see you."

A sickening sense of the tirade this news would bring forth from my father came over me. And if he should learn that the man was my lover, my promised husband! In my own heart there was no thought of Eric's guilt.

"He's covered up his tracks pretty well," father said bitterly, "but we'll find him yet. That ring can't be disposed of without a sensation."

But they did not find him. My own eyes filled with sad questioning, searched mother's smiling ones. "Wait," they seemed to bid me—"wait!"

And at last Eric came. I was quite alone in the dusk, and at first he did not speak—just folded me close in his arms.

"It has been so long," I murmured brokenly, "and no word."

"There was so much to attend to," my lover said. "And I was hurrying back to you. On the way I stopped to place a stone—a fine tall white marble one—on mother's grave."

Frantically I endeavored to push him from me. Father stood before us. I had never known his wrath to reach such bounds. Inarticulately he raved, marking his accusations with a threatening fist, which, gesticulating, brushed from its resting place mother's picture. I stooped to pick it up, mechanically adjusting the catch of the heavy frame, then—I stood breathless.

"Father!" I gasped. Eric's staring eyes turned toward me. The back of the picture was held in place by two broad strips of brass. In the lower of these

pockets and evidently jarred from its wedging place gleamed the fateful emerald ring. For a moment we all stood looking at it.

"I don't understand," muttered Eric. "Don't you?" I cried laughing through my tears. "Well, one evening I thought I had slipped the ring over the clock spindle, but it bounded, it seems, turning down into the open pocket of mother's frame, hiding there close and tight. It is the betrothal ring of our family, Eric, handed down from parent to child. And, now, don't you see? Mother is giving it back to me to wear for you."

My lover came close; father was forgotten.

"Nance," said Eric, oh, so tenderly—"Nance, you'd take me like this, a penniless student? You'd believe in me through all false appearances against all the world?"

"Yes, Eric," I told him simply. Then he said: "I am glad I'm not quite so unworthy. My father died a few days ago. That's why I went away so suddenly. He sent for me when he was dying. He's left me all his money, Nance, and it's quite a lot."

Father cleared his throat several times before we turned to listen. Then as he spoke we hardly knew his voice, it was all so soft and humiliated.

"Boy," he said; "boy, I've done you wrong in my thoughts. Will you forgive me?"

"Forgive?" laughed Eric. "Well, I should say so, for if I haven't stolen your jewels I have stolen your daughter, that's sure."

Then father reached over and put the emerald ring in Eric's hand, while mother's eyes smiled at us all through the firelight.

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### The Man Who was Determined to Make Good

The young man at the high desk was thinking hard. He had finished his entries in the much-worn journal and had sagged down on the high stool with his elbows on his desk and was staring into vacancy. Then he gave a quick glance over his shoulder at the elderly man at the dingy old desk by the grimy window. The elderly



man at the old desk was absorbed in a column of figures. His eyes were half closed and the tip of his tongue was pinched between his dilapidated teeth.

The young man's grimace meant disgust. He was tired of the game. A look of determination stiffened his features. He would ask the old man for a raise and then quit. He closed the journal, deposited it in a drawer and carefully wiped his pen on the black sponge in its glass cup. As he swung around on his stool his purpose was blocked. A boy opened the outer door and came into the room. He was a light-footed boy. He crossed the room with noiseless strides, dropped a half dozen letters on the old man's desk and then slid across to the young man. He had two letters in his grimy hand. As he came within reaching distance he put one of the letters to his nose, assumed to draw great sweetness from it, pressed it to his heart, then, with a low bow, passed both missives to the young man, and winking audaciously scuttled away.

The young man opened the letter that had caused the sentimental pantomime and eagerly mastered its contents. It was brief:

Dear George: Here is a news item that may interest you. I have quit the library and gone into the factory. No, not into the office, but into the factory itself. I sit at a big table with forty other girls and make casings. The foreman calls me an expert. I picked it up in no time—and the pay is three times what I received in the library. We needed the money, mother and I. But you know all about that.

Well, how is the game going, the delightful game of making good? You didn't want me to think you were growing dissatisfied, did you? Remember our agreement—you are to make good by your own efforts, and then come home and find me here waiting to inspect the prof. Lovingly, Alice.

He drew a deep breath as he finished the letter. He didn't like it; he didn't like the factory idea. He frowned and gritted his teeth. What could he do to stop this new sacrifice? There was just one thing—he must make good and do it right away. He would demand more pay and get out and try something else. As he swung around again he caught sight of the second letter. He picked it up. It was addressed to George Brown Emerson in an angular hand, and in the corner was the imprint, "Snowden, Haines & Tarle-

ton, Attorneys." The postmark was Jasperville, California. The young man pulled out the enclosure and read it through with staring eyes.

"This is to advise you," it began, "that our late client, George Grayson Brown, who died in this city on Oct. 31 of the present year, left his entire estate to his nephew, George Brown Emerson, as per copy of will enclosed. The estate consists of invested moneys, bonds, stocks and other securities, with \$7,230 cash in bank, as per copy of inventory enclosed. Kindly advise us as to your desires in this connection, and accept our congratulations on the handsome accession to your personal means. Believe us, your obedient servants to command,

Snowden, Haines & Tarleton."

The young man stared at the copy of the will and then at the inventory and drew a deep breath. It was an amazing, unbelievable windfall. Why, he scarcely knew he had an uncle. He remembered that his mother had told him that her only brother, a wayward youth, had last been heard from in California, and then all trace of him had been lost. And here his uncle's dead hand was stretched out to him with a huge bundle of wealth in its grip.

He drew another deep breath. Here was the answer to his problem. Here were riches, ease, luxuries. Here was a home that would be worthy of the one girl; here were the good things of life that she so well deserved.

He was tired of the game. It was too slow. He had tried hard. He had made small progress. He wasn't cut out for a winner. No doubt the girl knew it. Of course she had hoped that he would make good. She had made him promise that he would. It was a foolish promise. It was doubly foolish now. Yet, a promise was a promise. He didn't want to disappoint her. Was he man enough to make good? Was he?

"Mr. Manners," he said. "I am not satisfied with the pay I am getting here. I want more."

The old man looked up with a start.

"Eh! More pay? You want more pay? Not satisfied, eh? That doesn't surprise me. I'm not satisfied myself. See here, George, I want to show you some figures."

He drew a little memorandum book from an inner drawer, and spreading it open, explained its contents.

"You see," he said, "we're running

mighty close to the wind. I don't want to lose you, George. You came here green as they make 'em, but you were tractable and patient, and you've learned something. I'm beginning to lean on you a little, George. You'd better stay with me. You've got a firm grasp on the work. It would go for nothing if you left me. I'll tell you what I'll do, George. I want to hold you here if I can. I'm going to give you an interest in the shop, an eighth interest, and let you work it out. Will you take it in lieu of an increased salary?"

George stared at him. He had seen the figures. He was invited to help bail a sinking ship. Why, he could buy the wretched little factory ten times over. His blood began to tingle. He nodded.

"There is no time like the present," the old man said, and drew out a slip of paper and dipped his pen in the ink. "There you are, partner," he said; "there's your credentials. This may seem a little irregular, but I have my reasons for doing it. In the first place, I'm not giving you much, as you know. In the second place, I've just done what all my creditors and friends have been urging me to do—put some young blood into the business. It may not be very rich blood, but it's the only safe young blood of which I have any knowledge."

George carefully folded the slip of paper and pushed it into his coat pocket, and as he did so his fingers came in contact with the lawyer's letter, and his blood tingled again.

"I'm a partner in the business, am I?" His voice sounded strange to him. The old man nodded. "Well, then," he said, "I'm going to speak my mind freely. I may be dull, and slow, and patient, but I'm not blind. This shop isn't run as it should be. It isn't up-to-date. Our goods are all right, and our principles are all right, but we are being left behind. We have got to wake up." He stopped short. He was scared by his own vehemence.

"What's come over you, son?" said the old man. He asked it mildly. There was no anger in his tone. "Are you upset by your sudden brief authority? Don't you value your job?"

"I don't give a tinker's whoop for the job," replied the young man and his calmness amazed him. "It isn't going to be a job unless I make it a job. What happened to the Culbertson order?"

"Culbertson says he's afraid we can't get it out in time. Where are you going?"

"I'm going to see Culbertson."

The old man stared after him.

"I didn't dream the boy had it in him," he muttered. He shivered as if with a chill and dropped his head on his hands.

He looked up slowly when the young man returned.

"Culbertson stays with us," the latter said. "We will have to get his stuff out on time. Let me look over the mail."

The old man pushed the basket toward him.

"If we had a little more capital," he said, "we could pull through all right. Five thousand would put us on our feet. But I don't know where to get it?"

The young man was quiet for a moment. "We'll have to worry along without it," he said in a low tone.

"Then," said the old man, "you'll have to worry along alone. Here's something I've got to tell you. I'm in bad shape, son. Blood pressure all wrong. They say I must go away. I'm getting worse. I had a bad turn a moment ago." He paused. "You know just how the business stands. Do you want to try to keep the doors open?"

"I'll keep them open."

The old man put out his trembling hand.

"I believe you are going to make good," he said.

Then began a season of the hardest work the young man had ever known. He was thrown entirely on his own resources. The sick man, far away in southern California, could offer neither assistance nor advice. The boy had to get credit, he had to win back lost patrons, he had to keep up the standard of the little shop.

Every day he was assailed by temptation, the temptation to borrow the capital he so much needed, from himself. He resolutely faced it.

"I won't touch a dollar," he declared. "I'm going to make good without it."

At the end of six months the old man's condition began to improve, and one day the young man received this letter from him:

"Dear boy: I am sitting up reading your last statement. I find it interesting. Perhaps you think I don't appreciate what you have gone through. But I do. I believe I can understand what it has cost you. You have raised the old wreck. You have patched up the holes, you have made the shop a real dollars-and-cents proposition. Son, you have made good!"

The young man drew a deep breath.

He pulled forward a sheet of paper and wrote to the girl:

"I enclose documentary proof and will follow it Wednesday."

Now he could cut loose. He telegraphed to the old man: "How much cash will buy your interest in the shop?"

The answer came back promptly. "Twenty thousand."

To this the young man replied: "Accepted, confirm by letter." He grinned as he sent this.

"Uncle's money is getting eloquent," he murmured. "It has been a sore temptation. Now let's see what amends it can make."

Two days later he went down to the home town.

"I've made good," he said to the girl, "and I've come for my reward."

"That's fine," she replied. "And you did it all yourself?"

"Yes," he replied. "I kept my promise. I didn't get a dollar's worth of help, not a dollar. Now I've come for you."

"But there can be no such hurry, dear," said the girl. "We must make our plans. We must decide where we want to live."

"I've decided," he said. "I have selected the house. It's to be your wedding present. Yes, and an automobile goes with it."

"You have been working too hard, dear," she said. "You look thin and tired. You must write to Mr. Manners and tell him you want a vacation."

"Mr. Manners has nothing to do with it," he told her. "I own the whole thing now."

"Let's talk about something else," she soothingly said.

"No," he replied, "I've come down to talk about our marriage. Perhaps you notice that I'm talking business. It's one of the new things I've learned. You must quit the factory at once."

"I—I can't do that," she said. "I need the money for my—my wedding clothes. You must let me stay there until next fall."

"No," he said, "if you don't quit willingly I'll have you discharged."

"You couldn't do that," she said. "I stand too well there." She laughed. "You would have to own the factory before you could discharge me."

"That's not a bad idea," he said. "They are making a specialty that I know just where to place. I'll go down there now and talk it over."

He met the girl next morning on her way to work.

"It's no use," he said. "You're discharged. Read that." She took the slip of paper with a trembling hand.

"But that's nonsense, dear," she said. "This is signed with your name."

"Why not?" he said. "I own the factory. And here's a check for the pay you would have received."

She looked at him piteously and began to tremble.

"Stop that," he cried. Then he laughed. "Come with me, dear," he gently said, "and I'll tell you all about it."—*Cleveland Plain Dealer*.

## An Old Time Gambling Episode

[Original]

When I was a little chap living in Cincinnati I was delicate. We had relatives in New Orleans, and at one time I was sent down there for my health. The only route was by the Ohio and Mississippi rivers, and I made the trip in one of the big steamers of that day. The main feature that I remember was seeing men sitting in the cabin playing cards, with beautifully colored chips. Why they used the chips I was too young to understand. In this connection I also recall their leaving the tables occasionally to go to a little box about the size of a "Punch and Judy" show, placed forward in the cabin, where they drank drinks of (to me) beautiful colors.

The Mississippi was one vast gambling resort from Cairo to New Orleans. There were flatboats fitted up for the purpose that floated slowly down the river, tying up at any point where there were people to be fleeced, and wherever there were planters there were victims. One afternoon one of these flatboats descending with the current was seen from the shore not far below Memphis to be turning in to shore. The only power aboard was in the arms of men and a couple of long sweeps or oars on either side. Those on the starboard side flashed in the sunlight, while the tiller oar left a ripple astern. The boat in this way was brought ashore, and a hawser was got out and tied to a stump upon the river bank.

That night Julian Maran, a young planter, stepped aboard the boat and, with one or two of his friends who were already there, opened the game. Maran had sold his plantation and negroes and was going to Baton Rouge to marry his sweetheart and take up his residence there. The money he had received was in bank except a hundred dollars, with which he proposed to amuse himself on the flatboat. He added considerably to his hundred dollars during the evening and, being a chivalrous fellow, considered himself bound to go back the next day and give the bank a chance for "revenge." In a few days the fortune he had in bank was every cent transferred to the safe in the flatboat.

That was a curious age. If there are chivalrous professional gamblers now, we hear nothing of them. There were chivalrous gamblers then, and they made their influence felt. Perhaps it was because gambling had not then been left so far behind other means of making a living as it is now. The gambling propensity has developed into more legitimate forms. Be this as it may, as Maran was parting with the remnant of his fortune, Gustavus Sterling, a professional gambler, who had once been a respectable planter, boarded the flatboat. He had left "the profession" and with his winnings had bought Maran's plantation. When Maran had parted with his last dollar, Sterling walked up on to the river bank with him.

"Permit me to say, suh," he said to

Maran, "that I have seen many fools in my life, and yo' ar' one of the biggest. Even when a gambler plays fai' the advantage is with him. The men on this boat are of the lowest kind of swindlers."

Maran, maddened, was about to retort angrily, when Sterling pulled a roll of bills from his pocket and continued: "Yo' go down tha' tonight with this and start in again. Don't play to win. Play only to be in the game. I'll be tha', and take a hand myself. Have a gun in yo' pocket, suh."

Maran tried to express his gratitude, but Sterling turned away and went to seek a few of the former's friends. That evening Maran, Sterling and two others whom Sterling had asked to be present opened the game on the flatboat. The owner of the outfit and two assistants were of the party, making seven in all. They had played an hour or more when a jackpot was opened, and the pile on the table grew enormously. Suddenly Sterling clapped one hand down on the money and whipped out a gun with the other. At the same time Maran and his two friends drew their weapons and covered the three professionals. The coup was effected so quickly that not one of the latter were able to draw.

"Put yo' arms on the table," ordered Sterling, raking off the money into his hat. Then, setting the hat on a chair, he went to the owner of the boat and began to search him.

"H-m!" he remarked, drawing several aces held by a clasp attached to a rubber cord in his sleeve. "A cheap device, but good enough to fool asses with." Then, going to the next man, he took a pack of cards from his pocket, held them up to the light and continued:

"Marks big enough to see in the dark. All the court cards are plain on the back as on the face."

After going through the three men and finding evidence of fraud on all, he politely asked the owner for the key of the safe. The man, having a pistol muzzle within a few inches of his ear, complied. Sterling opened the safe and counted out an amount equal to Maran's losses and handed it to him. Then he paid what losses the others had made from the

money in the hat. He was himself a winner, and this amount he took from his pocket and tossed it on the table.

When the party left the boat they cut the cable, and it floated down with the current. Its profits and losses at the last landing place had been nil.

Maran left the next day for Baton Rouge and was married soon after his arrival. Had it not been for Sterling's interference he might have become a professional gambler himself.

GEORGE DISNEY MILLS.

### Miss Harmount

[Original]

When the wealthy Miss Harmount came to arrange for the hospital she was to build I saw in her carriage a lovely girl of 20, attended by a short, fat old woman, a sort of duenna, I supposed, whose presence would prevent any liability to scandal. To me the old woman served as a background to bring out her companion's beauty. I understood that Miss Harmount was enormously rich; but, judging from her apparel, which was plain, and her expression, which was sad, her wealth did not bring happiness. It occurred to me that like families who dress plainly and put their servants in gorgeous liveries she lavished the finery she might have bedecked herself with on her duenna, who was arrayed in silk, while her fingers sparkled with jewels.

Miss Harmount's face haunted me. If I read, her dreamy eyes thrust themselves between me and the page. If I walked out, I saw them looking down from the blue heavens. I was impatient for the evening, for I had an invitation to a reception to be given to Miss Harmount at the residence of one of the magnates of the town. I was so impatient that I arrived among the first. Miss Harmount was standing with the hostess and her duenna "receiving." The host offered to present me to her, but I told him that Miss Harmount belonged to us all, and I went up and spoke to her. I tried to say something about her munificence, but she fixed her eyes upon me with an embarrassed surprise, and I supposed any reference to her gift

must be repulsive to her, so I stumbled in my speech, whereupon she smiled kindly.

Giving place to newcomers, I went away to dream of the lady and to blame myself for not remembering that she must be surfeited with being called generous. She was so surrounded during the evening that I had no further opportunity to get a word with her. Her duenna never left her, and I judged that she must have some secret influence over her companion and the disposition of her millions, for I noticed that she received quite as much attention as Miss Harmount. Doubtless she was the key that unlocked the money vaults and decided for the young heiress upon her bequests.

Miss Harmount made us several visits during the summer. One day I was passing the place where the hospital was being erected, and, seeing her carriage there, I went into the grounds, hoping to get a word with her. I found her sitting alone on a wooden bench, while her duenna, or manager, or whatever she might be, was walking about the building superintending the work as if she had been a man. I approached Miss Harmount with hat in hand and reminded her that I had met her at the reception. She had no need to be reminded of the meeting. Indeed as soon as she saw me coming her sad face lighted up with pleasure.

"You seem," I said, "to have an excellent executive."

"She is a remarkable woman," replied Miss Harmount, with the same smile she had given once before.

"I suppose you will never have a husband to manage your affairs."

"Why not?"

"You women of wealth can never know but that you are loved for that wealth and not yourself. Therefore you either do not marry or risk making a mistake."

"You are right. This is the penalty women pay for large possessions."

Now I had been dreaming of Miss Harmount ever since I had first set eyes on her. Yet I knew that her wealth was an inseparable barrier between us. I chatted awhile with her on the subject I had started, saying presently:

"Would it please you to know that

there is one who would love you for yourself alone?"

Miss Harmount lowered her eyes, and a color came to her cheeks.

"Yes."

"I know such a person."

"Who is he?"

"To know who he is would do you no good. He is poor. You are rich. He would never take you and your millions together."

"Would he have me give them up for him?"

"No."

"Then why have you told me of his love?"

"Because to know there is one who loves you for yourself alone must give you pleasure."

Miss Harmount turned away.

"You have not told me this person's name," she said presently. "Do not tell it. This fortune, as you say, stands between us. Think what a position I might place him in if I were to say, 'Take me without the fortune.'"

"He would be overjoyed if the fortune had never existed."

"You may tell me his name," she said softly.

At this moment I looked up and saw the fat little figure of the manager waddling toward us. I would have wondered why so refined a girl as Miss Harmount should have selected so unattractive a person for an executive were it not for her manifest capability. My companion rose and as the old woman joined us said:

"Miss Harmount, this gentleman we met at Mrs. —'s reception."

For a few moments the situation failed to pierce my stupid skull. Then it rushed upon me, and with it rushed a great joy. The barrier between me and my love had vanished. She whom I had mistaken for Miss Harmount was her paid companion.

EDMOND COMPTON.

### An Elopement

[Original]

When a girl of eighteen is in possession of a fortune, she is very fortunate if she does not become a target for some person or persons desirous of relieving

her of it. Bessie Crapo had been tenderly brought up until she was seventeen years old, when she had the misfortune to lose her father and mother in rapid succession. Her mother's sister, Miss Barbour, a spinster of forty, was called in to take charge of the house and the young girl as well. The estate was administered by Arnold Atwater, an attorney, also in middle life and unmarried. Mr. Crapo had conceived a high regard for Mr. Atwater's shrewdness and had left him sole executor of his estate.

A pretty girl and a couple of hundred thousand dollars were too tempting a prize for Mr. Atwater's integrity. Winning the confidence of Miss Barbour, he succeeded in keeping the heiress a virtual prisoner with a view to prevent her marrying—that is, unless he could succeed in marrying her himself.

All this is an old story. The interest in this yarn lies in an effort made by young Bob Allison to get the maiden out of the hands of the designing attorney. Bob and Bessie had grown up together and had plighted their childish troth long before either knew anything about worldly goods. But Bob was to be the architect of his own fortune, and Miss Barbour, who, in her present position, was in better circumstances than she had ever been before and had no wish to leave it, made the young man's poverty a convenient excuse for opposing him. So it was Bob and Bessie versus Atwater and Barbour.

It did not take the young couple long to discover that there was but one way to win, and that was to gain for Bob the legal control of Bessie, which would also give him the control of her fortune. To do this marriage was necessary, and the only way to effect marriage was an elopement.

Now, in elopements it is far easier for the runaways to make a start than to avoid capture. Teverton, where these people lived, was a way station on a great railroad. In the event of the girl being missed the first place those desiring to capture her would look would be the Teverton station. The exigencies of the case required that the couple should take to the turnpike. But how? An automo-

bile has for enterprises requiring swiftness taken the place of horses, and Bob in laying his plans gave the fact due consideration.

One morning there was a sharp ring at Mr. Atwater's telephone, and the crisp voice of Miss Barbour informed him that Bob Allison had come to the house in an automobile; Bessie had evidently been expecting him, for she was dressed for a ride; she had run out and jumped into the automobile before she could be prevented, and they had sped away at a furious pace. This information was communicated in a few fragments of sentences. Atwater threw down the receiver, seized his hat and in two minutes was in an automobile garage offering any amount for the use of the fastest machine in the place. One was immediately placed at his disposal, and, proceeding to pick up Miss Barbour, he sped along in the direction she indicated.

Twice only he was obliged to slow up before getting on to the main road to make inquiries if an automobile had gone that way; but, the answers being definite and satisfactory, he was not obliged to ask again, for there was but one road in the vicinity on which an automobile could make progress, that beside the railroad.

Sundry vehicles were passed on the way, and all, hearing a ferocious snorting behind, pulled out to the side of the road. But one old trap of a station hack jogged along without paying any attention to the coming clatter. Atwater was obliged to slow up, attempting first to get by on one side, then on the other, the hack driver taking up most of the road. Atwater, who was of a suspicious nature, suspecting that the man might be in league with the fugitives to delay him, threatened to run him down if he did not get out of the way. This brought the driver to his senses, and he drew up on one side while the automobile whizzed by like a cannon ball.

The delay was but slight, and, the power of the automobile being tremendous, the pursuers forged ahead at the rate of forty miles an hour. Since there was no machine to be had at Teverton that could do better than thirty, Atwater

felt confident of success. Indeed, in turning the next bend in the road he saw ahead a cloud of dust that he knew concealed an automobile.

It was a mad chase, a dangerous chase, but from the first it was evident that the automobile ahead was no match for the one behind. Every mile passed by the former resulted in half a mile gain by the latter. The dust concealed the fugitives, but Atwater had no doubt whatever that they were there, for their machine was putting on all the speed of which it was capable in an evident attempt to distance him.

In due time the fugitive machine was overtaken, but what was the pursuers' surprise to find in it no one but a chauffeur.

After deliberation the twain returned to the house to find Bob Allison at the door.

"I'm the husband of the owner of this property," he said, "and have no use for either of you."

"For land sake!" exclaimed the aunt. "How did you do it?"

"We were in the hack you passed on the road."

NELLIE EDNA CURTIS.

### A Case of Rapid Promotion

[Original]

When Alexis Niederhoff was drafted into the Russian army there was great weeping and wailing on the part of two families, his own and that of his betrothed, Olga Sanin. This was during the reign of Peter the Great, who was at the time going to war, and the young conscript was not likely to return.

"Well," said Alexis as he bade them goodby, "anyway, I will make a soldier of myself. If I am told to march up to certain death I will go. If the officers tell me to do things, no matter how absurd, I will do them. I have no desire to live now that I am separated from home and Olga, and I care not how soon I am killed."

Alexis went off to a barracks to be turned into a soldier. His commanding officer had no need to lecture him as to the importance of obedience, for Alexis' determination to make a military machine

of himself only grew stronger with his absence from home. When he had been drilled till he could march by the flank or wheel or double-quick as if worked by springs, instead of being sent to the front to be shot he was sent with his regiment to do guard duty at the czar's palace.

One day Alexis was stationed inside the palace with a beat past a door which he was told to guard.

"In there," said his captain, "is his majesty the emperor. Do not permit anyone to enter."

"Not anyone?"

"That is the order. See that it is obeyed."

The officer had scarcely left when Prince Menschikoff, the czar's favorite minister, came up and made straight for the door of the czar's apartment.

"You can't go in there!" shouted Alexis, placing himself in the minister's way.

"You fool! I am allowed free access to his majesty at all times."

"That makes no difference to me since I have been instructed to let no one pass."

"You impudent hound!" exclaimed Menschikoff. "I'll teach you respect for your betters." And, raising his cane, he brought it down on the soldier's shoulders.

Thwack, thwack, thwack, thwack.

Suddenly the door opened, and there stood the czar. His minister was belaboring his guard, who received the blows bolt upright with his musket at "present."

"What's this?" asked the czar.

"This fellow denies me admittance to your majesty's presence," said Menschikoff.

The czar looked at the soldier, who did not open his mouth, still standing with his musket at "present."

"Well, come in," said the czar. Menschikoff entered, and the two were engaged for an hour upon business of state. When the minister made his exit Alexis had been relieved and another man put in his place.

That evening shortly before the lights were put out at the barracks Alexis received a summons to the palace. He felt sure that the minister had received from

the czar permission to inflict upon him some terrible punishment. Indeed, he expected to be reprimanded, then taken out and shot.

"It doesn't matter," he said. "They have insisted on making a soldier of me against my will, and I am a soldier. What is a soldier for but to die?"

When he reached the palace he was taken into a large room, at one end of which he saw Menschikoff and the czar talking together. Peter held in his hand a cane, which he gave to Alexis when he came up and, pointing to the minister, said:

"This man struck you this morning; return the blow with my stick."

Menschikoff was astonished. "Does your majesty mean that? Surely you don't intend that a private soldier shall strike your minister?"

"That would not be right, I admit," said Peter. "I therefore make him a captain."

"But I am an officer in your majesty's household."

"I make him a colonel of my life guards and an officer of my household."

"But I am a general."

"And so is he. I appoint him to that rank. You see I will not permit you to be struck by one of inferior rank."

That ended Menschikoff's protests, for there was nothing more to say. The czar motioned Alexis to begin, and the newly-made general laid on the stick till the czar, who was greatly amused, signaled him to desist. Then Alexis was dismissed, and the officer who had brought him was instructed to see that he was lodged for the night at the palace in a manner becoming his station.

The next day Alexis was officially notified of his appointment to the various offices named by the czar. He was most anxious to go home and acquaint Olga with the good news, so he applied for a leave. It was at once granted, and as soon as he could get fitted with a general's uniform he started for home. When Olga saw him coming all bespangled with gold lace she thought that he had been killed in battle and this was his wraith coming to mock her, so she straightway swooned. When she came to, her lover was bending



over her, looking into her blue eyes with his own of the same heavenly hue.

There was great rejoicing in the families that had been so cast down by the conscription, and when Alexis went back to the capital to fill his various positions he took Olga with him.

How he managed to perform the duties of these positions has not been handed down to us, but we know that he and his wife founded a family that took high rank in Russian affairs.

GEORGE DISNEY MILLS.

### The Defender of the Barricade

BY WILLARD BLAKEMAN

The human race lives on the edge of the chasm of war. All modern wars, civilized people having now reached a stage where war is dreaded, may be referred to as stupidity. One of the most stupid contests within the last half century was the uprising of the Paris Commune at the close of the Franco-Prussian war in 1871. If ever a country needed peace in which to recover from its wounds France did at that time. And yet a number of impracticable idealists, led by villains, for a time paralyzed the government by fire and sword. And when they had succeeded in acquiring the power to carry out their ideas their whole structure fell to the ground because these ideas were utopian.

The singular feature of all this is the sincerity and devotion to a cause under which there was no foundation. That the leaders were unscrupulous, as well as idealists, goes without saying. But many of the revolutionists undoubtedly fought and died, actuated by pure motives.

During the period when the Communists held Paris by means of barricades erected upon the streets through which the national troops were attacking them, Captain Pierre Le Moyne was ordered to take his company into a narrow street and demolish a barricade, behind which a party of Communists were entrenched. There was but little room in which an attacking force could operate, the street being not over thirty feet wide. Captain Le Moyne was obliged to march his men down the narrow lane, the houses of which rose on either side to a height greater than the

width of the street. The distance from the beginning of the street to the barricade was about 1,000 feet. From the windows and the roofs of the houses it was to be expected that the advancing troops would be picked off by the Communists.

Many a soldier, when he received the order to march into the death trap or heard the reverberation between the houses of the first tap of the drum which announced it, felt that there was little chance of his ever getting out alive. Each stroke on the drumhead sounded sharp and loud and ominous. As the little column moved onward there was a crack from a window, a faint cloud of smoke, and one of the men fell on the pavement. Another crack from a roof on the opposite side of the street, and another man plunged forward on his face.

"At this rate," thought Captain Le Moyne, "by the time we reach the barricade there will not be enough of us left to take it."

"Tap-tap! Tap-tap-tap!" came the drumbeats, while at short intervals a crack of a weapon here and there added to their viciousness.

But as the men advanced the shots came fewer. When one-half the distance had been covered, where there had been a dozen shots a minute there was now only a straggling fire, and the marksmanship was wild.

"Either they are breaking down," said the captain, "or they have concentrated all their force at the barricade."

On marched the troops, reduced by a fifth of their number, till, turning a bend in the street, they came in sight of the barricade. The firing from the windows ceased entirely. The silence, broken only by the sharply reverberating drum taps, was more ominous than if the drums had been deadened by a fusillade. The pile of cobblestones which floated the blood-red flag of the Commune looked ugly—more ugly because the weapons behind it, aimed down the narrow street, were invisible.

Captain Le Moyne halted his men for the purpose of taking in the situation. He cast quick glances at the upper stories and roofs of the houses on each side. No

one was in sight, nor was a single shot fired.

"They are reserving their fire," said the captain. "We shall get it from the windows when we charge the works."

He strained his eyes in an endeavor to get sight of something stirring within. Not even the flag moved, for there was no wind.

Silence before the storm is more depressing than after it breaks. Men standing waiting for a fight to open are more unreliable than in the heat of battle. Le Moyne's soldiers seemed restless. There was no reason for them to move till they received an order to advance, yet they changed position constantly, casting the while glances at the houses above them and the barricade.

Though they expected a hailstorm of bullets, when the order "Forward" was given they felt relieved. Suspense at least was ended. Again came the sharp tap of the drum as the little column moved on without opposition. Evidently the Communists were reserving their fire till the last minute. When within a hundred yards of the barricade Captain Le Moyne halted his men again and called on the enemy to surrender. His demand was answered by a single shot.

Expecting this to be a signal for a volley, the captain quickly deployed his men so far as the narrow street would permit and gave the order to fire. A volley of bullets rained upon the stones composing the barricade. There was no response.

Le Moyne was puzzled.

Drawing up his men in two lines, the one behind the other, he ordered them to fix bayonets and advance. A third of the distance was covered, but no volley; another third, with the same result. Captain Le Moyne, who was in advance of his men, went to the barricade, climbed it and looked down on the other side.

There was but one living being there, and that was a woman. She had been wounded by a shot from the troops and lay bleeding on the pavement.

Most of the women who fought with the Commune were hags. This woman was not more than twenty years old. She looked up at Le Moyne with a pair of

large dark eyes. They expressed a spirit of martyrdom.

It was all plain to Le Moyne. The Commune was breaking down. The barricade had been deserted except by this Maid of Orleans, who constituted herself its sole defender.

Le Moyne turned, called on a lieutenant to bring the men to a rest, then went down the barricade to the woman.

"Are you badly wounded?" he asked.

"No; I have a broken leg."

"Who are you?"

"Elise Fourchet."

"What are you doing here alone behind this barricade?"

"I could not get the men to stay. They heard that our defenses are broken down in other parts, and they dared not remain."

"And you?"

"I would not desert."

By this time the soldiers had climbed the barricade and were waving the tricolor of France from its crest. Le Moyne called upon them to carry its defender into a house beside it, going with them as they did so. There was only one person besides the captain and his men, an old woman, who ministered to the wounded girl. A surgeon accompanied the soldiers, and he was called in to set and bandage the broken limb.

Had the damage done by the Commune ended with its loss of control, perhaps the wholesale slaughter of its votaries which followed would not have taken place. When its leaders found that they were beaten, adopting the motto of rule or ruin, since they could not rule they resolved to ruin. They murdered the archbishop of Paris and other distinguished persons whom they held as hostages. Not content with this, they undertook to destroy the city. Paris was then full of beautiful buildings. Many of these were destroyed, including the most interesting, historically considered, the palace of the Tuileries, the ancient abode of the kings of France.

It was these acts of vandalism that led the government to get rid, so far as possible, of so dangerous a portion of the population of Paris. The captured Communists were marched out to the yards of

the prisons in which they were confined, stood up with their faces to the walls and shot down by scores. Doubtless many of these believed that they were dying in a sacred cause.

Captain Le Moyne, could he have foreseen these horrors, would undoubtedly have continued to save his prisoners from the universal sacrifice, though he had but little time, and Elise Fourchet was not in a condition to avail herself of a permitted flight. The only thing the captain could do for her was to leave her with the woman who was caring for her. He marched his men away, but the national troops were pouring into the city, and when Mlle. Fourchet was found wounded and confessed that she had received a bullet while defending a barricade she was removed to a prison.

If the Communists received a trial they were tried in large numbers together. When Elise Fourchet was brought before a judge for one of these wholesale sentences, noticing she was of a different class from most of the others, he asked her why she had engaged in such nefarious work.

"I fought to build, not to destroy," was her reply. "I did not know that we were led by bad men. One of our leaders, Cluseret, fought with the Union armies in the late war between the states of North America, and I supposed that a man who had risked his life in the cause of civil liberty must be representing the same cause in France."

The judge was touched by this appeal and remanded the prisoner to prison for further evidence. But the Parisians soon tired of the wholesale slaughter of the Communists, and Mlle. Fourchet was never again brought to trial. In time, when all danger of a recurrence of the outbreak had passed, the prison doors of all Communists who had not been executed were thrown open, and among those who walked out free was Elise Fourchet.

She ever afterwards had a horror of the men who had led so many innocent persons into crime. Not all of them were punished unless by their own consciences. A few escaped, others perished in the havoc they had made, while others

were banished from France. Probably no body of men ever set in motion a revolution that involved so much ruin, not only of historic treasures, but of persons they deceived. As Paris is France, their chief devastation was in that city. Just before its capture bands of men and women—such men and women as followed Louis XVI. to the guillotine seventy years before—went from one historic edifice to another, applying petroleum and to petroleum the torch. When the ruin was completed Paris was a very different city from what it had been before. How that art treasure, the Louvre, escaped will always remain a wonder.

While Elise Fourchet was long remembered as one of the heroines of the Commune, she never afterwards affiliated with Communists. And as for the Commune leaders, she detested them.

#### Changed Her Name

Mrs. Pigg, a very charming and vivacious widow, called on a legal friend of hers, a widower, to consult him on a matter of interest to her.

"You know, sir," she said to him, "that when the late Mr. Pigg died he left me all his fortune, much to my satisfaction, of course, but he handicapped it with the name of Pigg, which, I must say, I don't like."

"Well," ventured the lawyer, "I presume a handsome woman isn't especially complimented by being left a Pigg."

"I should say not," she laughed. "Now, what I came to see you about was whether or not I must execute what you call a deed poll to get it changed."

"Um—er," he hesitated, as if wrestling with a great legal problem—"um—er—yes, but an easier way is to apply to a parson, and I'll pay all the expenses myself."

It was sudden, but a widow is never caught napping, and she appointed that evening for another consultation.

Willie: "Pa, when has a man horse-sense?"

Pa: "When he can say 'Nay,' my son."—*Cincinnati Enquirer*.

# Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

## Slipping

Very often in the evening,

When the games have all been played,

And the supper dishes "finished,"

And every toy mislaid,

The kids will gather round me

Asking questions by the score,

And when I answer one they'll come

With half a dozen more.

For they think that I'm the wisest

Man in all the country side,

And their honest admiration,

They make no attempt to hide;

For when I answer promptly,

Just how distant it may be

To a place I never heard before,

In chorus, they'll say, "Gee!"

But I fear, my throne of wisdom,

I soon must abdicate,

For they're firing knotty problems,

Right and left at me of late;

Yes, they're asking me some questions

About things I never heard,

And I'm pretending I don't hear them,

Yes, I am, upon my word.

When they merely ask how far it is

From Troy to Timbuctoo,

I'm up and give the figures prompt,

The same as if I knew;

For they think I know most everything,

Which is natural they would,

So it's up to me to hold their faith,

By always making good.

Whenever they would ask me

Any questions 'bout the road,

The weight of cars, or engines,

Or how fast I ever rode,

Or what made the engine's wheels go round,

Or made the smokestack puff,

I was always Johnny on the spot

With all that sort of stuff.

But when they ask 'bout chemistry,

What's meant by H<sub>2</sub>O,

I fall right off to sleep,

Because I really do not know;

So I feel that I am losing

All the prestige that was mine,

That I can't get by much longer,

As Johnny's just past nine.

And unless I sleep forever,

I must surely stand the loss,

Yet, I'd give a lot, and more,

If I could only come across.

T. P. W.

## Let Us Get Busy

SAYVILLE, MD., March 3, 1917.

EDITOR JOURNAL: Desiring to lend a helping hand to aid in the good work of building up our Order, by endeavoring to arouse the interest of the members, is what actuates me in addressing this letter to you. I note with interest what a splendid increase in membership the Firemen's Organization made in 1916. This was effected by the means of a well-organized campaign inaugurated for that express purpose and systematically carried out. Being older in years, it naturally follows that the men of the B. of L. E. are not carried away by a wave of enthusiasm for a cause like younger men. It should be our aim and mission upon every division of railroad in this country to show to the men who are eligible to membership in the B. of L. E., yet who have never petitioned for membership therein, what this organization has already done in the way of securing better conditions for engineers. No doubt, among the younger men, we would find a large number who have labored under the impression that the regulations of working rules and wages which are in force upon the division or system of railway, where they are employed today, were always in effect, having not the slightest connection with the organization of the Brotherhood of Locomotive Engineers.

It should be our duty, in justice to our organization, to make the fact clear to every engineer on the division where we are employed that it was only through the medium of the duly authorized committee of the B. of L. E., elected by the membership, that these working conditions, rates of pay, seniority, rights to runs, etc., were secured for the men, and that these represent long years of effort on the part of the members of the B. of L. E., and their committees, whose ex-

penses for time lost and hotel bills incurred while doing committee work was paid by assessments levied on *those engineers who were members of the B. of L. E.* There is an old Scotch saying, "Those who dance should pay the piper," and I claim that we are only asking what is fair when we seek the membership of the engineer who is eligible for admission in our Order, that he may line up with his associate engineers on the road he is employed upon, and feel that he is a part of the organization, bearing his share of the expenses of protecting as well as promoting the labor union that represents his vocation as a locomotive engineer. I sometimes think that these things are not made plain enough to prospective candidates for membership in the B. of L. E. As to the best method to be used to successfully carry out these thoughts, that is a matter which should be left to the judgment of General Chairmen and Officers of Divisions, as conditions vary so much in different sections of the country, and even upon different divisions of road, that each should endeavor to adopt and carry out some well-defined plan best suited for his own local conditions.

The year 1916 and this early part of 1917 has been the most prosperous year in the history of the railroads of this country, and our Order should now begin to share in this prosperity by showing an increase in membership in a ratio commensurate with the times. This, I am satisfied, will follow in due time, once the movement is under way. Now is the time that the older members of the Order should put forth an effort to do some missionary work and spread the gospel and doctrine of the Brotherhood. Being the veterans of the rail the younger men will respect their judgment and advice. A word from an "old timer" usually carries some weight and conviction. We are taught in the Scriptures that "in the Master's vineyard there is work for all," so let us one and all do what we can in this field of endeavor to strengthen our organization to its fullest measure. We are proud of its achievements. We are proud of the prestige and distinction it commands before the people of this

country, and of other countries, representing as it does the highest type of trade union. It therefore becomes our duty as Brotherhood men to seek to enroll in the ranks of the B. of L. E. every locomotive engineer within our territory who is eligible to membership, to the end that our own as well as the interests of every locomotive engineer will be the better served.

Fraternally yours,  
AMOS GANDEE.

### Concerning Pension and Insurance

ST. ALBANS, VT., Feb. 12, 1917.

EDITOR JOURNAL: As the next convention is slowly coming on, it is my great desire to call the attention of our Brothers to certain matters which should be of great interest to all. I have two different subjects to discuss, and I feel sure that other interested Brothers will assist by saying a few words to change a few clauses in our constitution concerning pension and insurance.

First. I wish to ask our insured pensioners if they consider the present law regarding pension much of a benefit to them and their families? The insured pensioner, for instance, pays dues to this association for many years, or even a few years, and unfortunately the Brother dies, and the money which might have benefited his family has been paid out with no returns. Now what I want to know is this: Can the law be changed so that after the pension member dies his pension will continue to be paid his widow as long as she retains her name, or to some of his orphan children until they become self-supporting? I think it should be.

Second. Since the law was made providing that a Brother in need is allowed to draw from his insurance to a certain extent, and he has drawn to the amount of one-half of his insurance, why should he be compelled to continue to pay premiums for the full amount of insurance? If you all look at it in the same light that I do, it seems only right that he should be required to pay insurance premiums only on what is left instead of paying continuously on something he has received and used up. The law should be amended

to read "that a Brother would not have to pay on what has been taken out, but only on the balance remaining."

There is no time to lose, Brothers. In a few months our convention will open for business, and I would like to read the opinion of wide-awake Brothers on the subjects I have touched upon.

Faternally yours,  
M. F. DOMEY, S.-T. Div. 330.

### The Present Need

LA CROSSE, WIS., Feb. 10, 1917.

EDITOR JOURNAL: In reading the January issue of the JOURNAL I find the letter written by Bro. G. W. Smith, Div. 56, on "Increase of Membership," the most important question before the B. of L. E. In reading the February JOURNAL, on page 163, under caption, "Locomotive Firemen Gain," the B. of L. F. & E. reported that the membership had increased 8,127 from January 1 to October 1, 1916. The latter statement makes me wonder if we are gaining the necessary members. It has been said in days gone by that many engineers are in the field that should belong to the B. of L. E., and if certain conditions were brought about they would join us. The conditions were changed, but I fail to see the increase of membership. I am inclined to believe that Bro. G. W. Smith sounded the right warning in advocating a closed shop, and, my Brothers, we can put it over if we get right down to business. I hope every delegate that goes to the convention in 1918 will be instructed to legislate for a closed shop. In the meantime we should endeavor to gain membership, and some of the stock excuses shown here should be answered as follows: "I don't like the way they are running things." Then get in and help change them. If you are right you will doubtless find many others who agree with you. How can you fairly criticise and refuse your help? "I haven't time to attend the meetings." That shouldn't prevent you from giving your support financially. If other men are willing to give both money and time you ought to be willing to give money. You'll find at the meetings some of the busiest men, and some of the most successful.

"You have enough without me." No excuse could be more selfish. Because other men are willing to pull a load up hill is no reason why you should catch on and ride behind. "I can't afford it." There are mighty few men running an engine who can't afford to contribute a few cents to advance their business interests. "I haven't any use for the fellows back of it." We often don't like men when we don't know them well. The man who doesn't like any large proportion of his acquaintances needs to start fault-finding with a mirror. "Others in my line are not members, why should I be a member?" Because other men are shirking doesn't excuse you. The man who hides behind other men's failures to do his duty is hard up for an excuse.

"I'm with you in spirit and I'll join later." The real way to convince us that you are with us is to join now. We all lose by your putting it off, and you lose the most.

Yours fraternally,  
B. F. FRANKÉ, Div. 13.

### A Scurrilous Circular

GOODLAND, KANS., March 8, 1917.

EDITOR JOURNAL: In several late issues of our JOURNAL I have been granted space for the expression of ideas originating in a highly imaginative brain, and had decided to refrain from further persecution of our Editor, and allow the spare pages in the JOURNAL to be devoted to those who can write more comprehensive articles; but it so happened that on my return from a short visit in the East I was regaled with an epistle from Indianapolis, Ind., in which the author has made an attempt to cast a slur on our Brotherhood. The printed form which came to my address contained no signature. But the underhanded, insignificant thief had presumed to sign the name Committee, which, as a rule, means something. But in this case it has no significance, except to illustrate that the author is so insignificant and irresponsible that he dare not sign his name. If the time ever comes that I feel called upon to write an article for publication, and said article is of such a nature that shame of same prevents me from sign-

ing my name in full, I sincerely hope that some Brotherhood man will lower himself enough in the estimation of the world to put the finishes touches on and obliterate me from the earth. Brother Stone and the rest of our Grand Officers have much to contend with, and are doing the best they can for the best interests of our Brotherhood, and we sincerely hope that no Brother will be influenced by this scurrilous circular which has no intention except to detract our attention from the main issue, and without doubt has emanated in the brains of those who most desire a disruption in Brotherhood ranks.

Yours fraternally,  
J. L. BOYLE, C. E. Div. 422.

### The Reason Why

Some told me when promoted,  
To short-stroke them at the start.  
And widen on the throttle,  
To make them good and smart;  
To beat them down the hills, and  
Slam them harder o'er the plain,  
And still a little harder,  
To climb the hills again.

I started out right off the reel,  
With all this stock in trade;  
'Twas a caution how I beat them,  
But they said the runs I made  
Were far below the average,  
In fact were rather punk;  
And the M. M. said I had reduced  
His engines all to junk.

So there was nothing else to do,  
If I would hold my own,  
But make a most decided change,  
And do it very soon.  
So I sought for good advice  
From some old-timers in the game,  
And while they told me lots of things,  
No two told just the same.

So since then I've been trying,  
This and that and every way,  
But, spite of all, I'm told I am  
Getting worse each day.  
Yes, I tried the lighter throttle,  
And the long, much longer stroke,  
Till they said, if I must tell it,  
That I've got to be a joke.

Now, I can give both cards and spades,  
And lose Bill Blazer; get my tip?  
I asked the stiff if he could tell,  
Why I had troubles every trip?  
Said he, "The fault is in the wheels,  
And levers underneath your hat,  
You simply just can't play the game."  
Now say, what do you think of that?

T. P. W.

### Boost Our Membership

W. SPRINGFIELD, MASS., March 5, 1917.

EDITOR JOURNAL: I was much interested in the article in the March JOURNAL written by Bro. G. W. Smith, of Div. 56. I believe the Brother is right in his views and suggestions for getting all the younger men to join the B. of L. E.

We don't seem to be doing all we can do in that direction. We appear to be in a state of lethargy from which we may awaken to regret that we did not interest ourselves more in the support of our organization, particularly as to holding up its membership. I am not a pessimist, but we should do all we can toward inducing every eligible engineer to join us. We should have more organizers in the field.

Division 63, of which I am a member, started the ball a rolling at our last meeting in February by appointing an organizer, with the result that we have increased the membership of our Division by 10 new members.

Brother Smith asks: "Will we make the effort?" I answer if we are to continue as good loyal Brotherhood men we must make the effort in justice to ourselves and the engineers in general.

I don't often write for publication, but I want to give this organizing propaganda a boost. This is one of the most important matters for us to consider at the present time, and every loyal Brotherhood man should put his shoulder to the wheel to promote our interests by increasing our membership, but there must be organized effort made also if we are to gain the fullest measure of success.

Fraternally yours,  
N. ST. DENIS, Div. 63.

### Taking a Chance

BY GEO. W. TEASDALE

"I read an article in a St. Louis paper last Sunday about the fellow who took unnecessary chances on railroads," said the fireman, as he placed the oil can where the engineer could reach it, "but it seemed to me nothing but a pipe dream, written by some school boy, who was breaking into the newspaper game

and knew nothing about the subject he was trying to cover."

"I did not read it," replied the engineer, "but what you don't know about the subject and the 'safety first' move, now so prominently advertised by all railroads, would certainly make one big book."

"Well, I never see chances taken on any trains I am on," insisted the fireman, "so what's the use of anyone trying to tell the public all about something that does not exist?"

"Nowadays, with interstate men peeking their noses into every move made by railroads and their employees," said the engineer, "it behooves every man to look carefully into his next move, but it was not always so. As No. 5 is late, and we have a full half-hour before she comes, let's go over on the platform and I will tell you a little item that happened to me in the old days, that made gray hair grow in my head where none grew before, set me ahead ten years in age, and nearly caused a wreck that would have gone down in the history of this road as the *one wreck*, to be remembered, like the year of the 'big wind' in Ireland's history.

"We were a wild set here in those days. Too many of us paid the penalty of carelessness and the boomer element came and went like autumn leaves. Some good men came here and stuck, but too many would not stay anywhere long, and I guess it was that thought that had made me careless. I was on No. 15 one night and pulled away from the junction on time. The next meet was with No. 2 and 14 at Livingston, the former a fast mail and the latter, as at present, a 'slop' freight, like the train I was pulling. When I pulled up to the water tank at Livingston, an engine stood on the main line, taking water from the crane at the station platform. A line of freight cars stood between the side track I was on and the main line, and I never looked to see whether there was a passenger train on the main line or not. I just assumed there was, and went slowly through the siding, past the caboose on the string of cars, and the head brakeman let us out on the main line. I got a signal from the

hind end and pulled out. We passed through Sonora, Glendale, Mission, Colfax and drew up to the water tank at Uptons. The fireman was taking water and I was oiling around, when the head brakeman, climbing down from the tank, called out: 'Where are you going for No. 2?'

"Boy, if ever a man felt the chill of death that froze the marrow and made hair stand straight, I was that man. I was dumb with fright, apprehension and despair, all rolled into one. I dropped the can and torch, made a jump for the gangway, yelling to the fireman to get the spout up and to the brakeman to get up the track with a red light. I got the train moving backward and the engine over the switch after what seemed to me fully an hour's time. The fireman got the switch over and we rolled into the side-track, bumping into some freight cars that stood near the depot. I pushed them ahead of me, and breathless from excitement and fear, watched for the red light on the switch to be turned to green. The hind man finally closed the switch and I eased off as the caboose light showed rolled into clear. I jumped off and raced to the telegraph office. The conductor beat me there by a narrow margin. The operator was our present chief dispatcher, and 'white' all over. He had not reported us as coming, for the line was busy trying to find out what had become of No. 2, so we waited until he could talk to us, and then told him not to report, us but to wait until No. 2 showed up.

"The head brakeman had been outside, and he stuck his head in the door, saying he heard a train coming, and we all went outside. The operator reported No. 2 and got a 'clear' which he gave them when they called for the board. I have done some running down the Ridge myself since I have been on passenger, but I have never driven an engine down that hill as Tom Gilson drove the 94 that night. How they made the curve at the end of the overhead bridge I never figured out, but they made it, and disappeared in a cloud of dust that did not settle for five minutes. We then turned our attention to our own troubles.



"It was decided that we would say nothing until No. 2 had time to get to Livingston and then add the time necessary for us to get from Livingston to Uptons, when the operator would report us coming. This was done. The dispatcher put out an order for us to meet No. 12 at Uptons, and all we had to do was to stick there until they came. When No. 2 arrived at Livingston, the conductor reported the delay, which was caused by the 94 slipping upon a wet rail, and they had to double. All the fun was gone from our crew. No one joked and each one sat around as though some bad news had just been received from home."

"Was it never found out?" asked the fireman, as the engineer paused. "It looks as though someone would have told it."

"Yes, it looks so to you, no doubt," replied the engineer, "but those days the men did not keep the trail hot between the roundhouse and the superintendent's office, as they do now. We all chipped in and bought the operator a fine meerschau pipe, and from that time no engine taking water at a main line water crane ever fooled me for an instant. I aged ten years in the experience. My hair, which was dark, soon began to show gray streaks, for I lived the full ten years in the few minutes that I was trying to get that train off the main line. To me it meant more than a wreck, which, while as bad as it could be, would have spelled disaster for me."

"How so?" asked the fireman. "I cannot see what would have made it worse."

"My wife and two little girls were coming home that night, and they were on No. 2. All the time I was trying to get that train into the sidetrack, I could see them, bleeding and mangled—killed by carelessness—and by their own father. Is it any wonder my hair turned gray?"

"Safety First for me, my boy. It pays. Well, here's No. 3."

**Bro. J. R. Trouslot, Div. 252**

NEWTON, KANS., Feb. 11, 1917.

EDITOR JOURNAL: Bro. J. R. Trouslot, who has already made application for his

honorary badge, began railroading as a baggage man on the Chicago, Burlington & Quincy Railroad in 1867. After two years as baggage man he commenced firing on the same road, and after four years and eleven months (1874) was promoted to engineer.

In January, 1877, he joined the B. of L. E. at Galesburg in Div. 62. He quit the C. B. & Q. in 1878, going to work for the Santa Fe the same year, where he has remained ever since.

Brother Trouslot has belonged to Div. 252 since June 6, 1898, and during that time has been an ideal member. He is one of the oldest members of the Division, having held membership ever since its transfer to Newton. He is a Brother of whom we all are proud, and one to whom we all go for information on matters of importance. He has always given his time and effort freely and cheerfully for the good of the members individually, as well as for the Brotherhood as a whole, and is for the B. of L. E. first, last and all the time.

Besides being a good Brotherhood man he is naturally a good citizen, commanding as he does the respect and good will of the entire community in which he lives and wherever he is known.

Brother Trouslot is treasurer of the Building and Loan Association of this city, an office he has held ever since the association was organized, some twenty years ago.

We all entertain for the veteran Brother the highest regard, and hope we may long enjoy his counsel and companionship.

Yours fraternally,

I. G. REES, S.-T. Div. 252.

### **Brother W. H. Fidlin Receives Honorary Badge**

MILWAUKEE, WIS., March 5, 1917.

EDITOR JOURNAL: On Sunday, March 4, 1917, Bro. Wm. H. Fidlin, Div. 66, B. of L. E., was presented with the badge that made him an honorary member of the Grand International Division of the Brotherhood of Locomotive Engineers. Brother Fidlin was born in 1847 near Manchester, England, and at the age of three years came to America with his parents, who settled near Moundville,

Wis., a few years later moving to New Lisbon, Wis. In 1862 he entered the service of the old La Crosse Ry., at Portage City roundhouse as a wiper, working with "Smoky" Wilson and August Rusch.

In 1863 he went firing on a gravel train, building the road from Columbus to Portage, now part of the La Crosse division. At that time he became a charter member of the Firemen's Union. He was promoted to engineer Sept. 14, 1871, and became a member of the Brotherhood of the Footboard. On July 23, 1876, he was initiated into Div. 66, B. of L. E., on Dec. 31, 1878, was transferred to Division 13, and on Nov. 18, 1906, was transferred to Division 66, where he is now a member. In 1882 Brother Fidlín left the service of the C. M. & St. P. Ry., and went running on the Wisconsin Central Ry., where he remained until 1885, when he returned to the C. M. & St. P. Ry., running an engine in both freight and passenger there on the La Crosse division, until 1907, when he retired on account of his health and became an engine dispatcher at Milwaukee shops, where he is still employed. It is the wish of the members of Division 66 that Brother Fidlín may live many years to wear the Badge presented to him on Sunday, it being a mark of distinction which any man should be proud of.

Yours fraternally,  
E. W. G.

### Bro. Geo. H. Bailey, Retired

CALGARY, ALTA., CAN., Feb. 21, 1917.

**EDITOR JOURNAL:** The accompanying picture is that of Bro. Geo. H. Bailey, who a little over a year ago retired from active service, and was pensioned by the Canadian Pacific Railway Co. He is also enjoying the pension of our Brotherhood.

Brother Bailey is one of our pioneers whose railroad career dates back to February, 1880, and who has truly done his part in blazing the trail of the Great Canadian Railway. Brother Bailey was always recognized as an honorable, loyal and worthy Brother, competent as an engineer and faithful to the company he

has worked for, and he always commanded the respect and confidence of the officials and the men he worked with.

Brother Bailey has many interesting adventures to tell concerning his life on the rail. He began as a brakeman, February 2, 1880, on what is known as the Emerson Branch of the C. P. R., but at that time was operated by the Government; two months later he was transferred as a fireman to the C. P. R. He was promoted to engineer February 7, 1882.

Brother Bailey was first assigned as an



Bro. Geo. H. Bailey, Div. 355

engineer to engine No. 11. That type of engine has long since been discarded, and today one of them is used as a relic to decorate the flower garden in front of the Winnipeg depot. Brother Bailey then moved to Gleichen, Alberta, and later on to Medicine Hat, where he remained until he entered passenger service, August 29, 1901. He then moved to Calgary, and remained in passenger service until his retirement. He always kept abreast with the progress of railroad development and was chosen to pull one of the first overseas mail trains, making the run of 180 miles in three hours and eighteen minutes. During all this time he never

had an accident of any account. Brother Bailey was initiated into Div. 76 on August 6, 1883. On February 1, 1885, he was granted a transfer to Div. 322 and again transferred to become a charter member of Div. 355 in January, 1903. He always took great pride in horses and has owned some of the splendid stock for which Alberta is famous. Being of a very congenial nature Brother Bailey has many friends, and is held in high esteem here as only those are whose kindly acts and cheerful disposition have helped to lessen the burden of others. During times of business depression he was always ready to share his run with junior men.

We are today relieved of many hardships that Brother Bailey and our older members have helped to overcome, and it is a source of pleasure to see this worthy Brother enjoying the afternoon of life among friends who appreciate his companionship.

God bless our old-timer, and may his last days here on earth be full of sunshine and happiness.

ROBT. J. MCKAY, Div. 355.

### Bro. H. T. Loper, Age 81 Years, Retired

CHADRON, NEBR., Feb. 5, 1917.

EDITOR JOURNAL: We enclose herewith photo of Bro. H. T. Loper, member of Ingraham Div. 303, Chadron, Neb., but who since having quit the railroad has been living at Adel, Iowa. He is now 81 years old, and appears good for some years to come.

He has been a member of the Brotherhood for 30 years; ran a locomotive 31 years, and has taken the JOURNAL 47 years.

Only one person was killed on any train he ever pulled, and that accident was caused by a man getting his foot caught in a guard rail.

Brother Loper began work on the C. & N. W. Ry., at Belle Plaine, Ia., as wiper in 1865, then when the shops and round-house were built at Boone, Ia., he had charge of the supply room, where he remained until the spring of 1867, when he went firing for an engineer named Cavanaugh, and in less than a year was promoted to engineer.

In 1872 he went on the Sioux City and Pacific and Fremont, Elkhorn and Missouri River Ry. He ran the engine that hauled the steel to build about 300 miles of track on the Missouri River Ry., in Nebraska, also the steel for the division from Sac City to Holstein, all of which were part of the Chicago & Northwestern Railway.

He pulled the first passenger train west of the Missouri river for the C. & N. W. Ry., and did not have a collision in the 31 years he ran an engine.

When the road was built to Chadron, he settled and made his home there until



Bro. H. T. Loper, Div. 303

he quit, then went to Adel, Ia., where he now resides.

Bro. Loper always practiced the Golden Rule, and the fact that he is enjoying good health today at 81 years of age is due partly to his having lived a clean life, but in a greater measure to the help of his good wife who has ever been his faithful helpmate through all the years.

We all wish them both many more years of happiness, and hope that our veteran Brother will be present many times yet when the gavel falls to call to order the members of Div. 303.

Fraternally yours,

T. A. J., Former Member of Div. 303.

**Bro. William E. Fazenbaker, Retired**

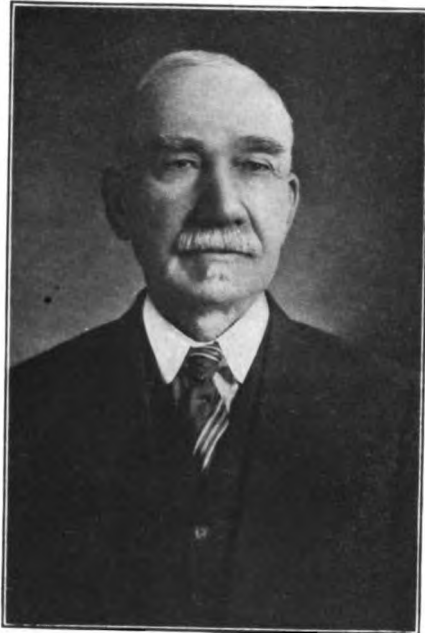
**EDITOR JOURNAL:** I was born Feb. 20, 1847, on a farm in Allegany County, now Garrett County, Md. In 1859 my father left the farm and moved to Bloomington, Md. In 1861 I accepted a position with the Hamshire Coal Company, and was put to work driving in the mines. After my mother's death, in 1863, we moved to Piedmont, W. Va., and in 1864 I entered the service of the Baltimore & Ohio Railroad Company in the Piedmont shops, working at the machinist's trade for 70 cents per day. After serving about six months as an apprentice I decided to return to the mines; drivers were then being paid \$2.50 per day, which looked so much larger than seventy cents that I could not resist the temptation of more money, and to some extent necessity compelled me to look for a more lucrative position, consequently I left the service of the railroad company, but not without receiving, by way of advice, a lecture from both the machinshop foreman, Mr. R. H. Burnap, and master mechanic Mr. A. J. Cromwell, both warm friends of mine, and who had given me some little attention, so much so that I was a little undecided as what to do; however, I followed my own inclination and returned to the mines.

I was married September 3, 1867, and remained at the mines until September, 1869, when I again entered the service of the Baltimore & Ohio Railroad Company as fireman, and was assigned to engine No. 169 at \$2.25 per day, and it mattered not whether we were six hours or sixteen hours on duty, we were supposed to go over the division to make a full day, a distance of seventy-five miles; but we were allowed time and a half for Sunday work.

If we were delayed by accident and kept out an unusually long time, it depended on the generosity of the train master as to how much extra time would be allowed for the delay.

I had a friend at that time, a contractor and builder, who was badly in need of men, and he offered me a job as carpenter at \$3.50 per day, so I again gave up my position with the Baltimore & Ohio to

accept his offer. One dollar and twenty-five cents more on the day was quite an inducement. I remained working with him at the trade until January, 1871. The rush then apparently over, wages being reduced and making but little time, I secured employment with the Cumberland & Pennsylvania Railroad Company, a short coal road running from Piedmont, W. Va., to Cumberland, Md., a distance of thirty-five miles. I worked on the east or Cumberland end as brakeman, hauling coal from Frostburg to Lynn's Wharf in Cumberland. Later, by request,



Bro. Wm. E. Fazenbaker, Div. 437

I was transferred to the west or Piedmont end of the road, and after five months' service as brakeman, including service on east end, I was promoted to conductor, which position I held until September 29, 1871. I then resigned my position with the C. & P. Railway Co.; but previous to my resignation I had frequently asked Mr. Cromwell, who was still master mechanic at Piedmont, for a position as fireman, and who from past experience was thoroughly acquainted with my lack of staying qualities, and he would always answer by saying, "You would not stay if I hired you," but finally said he admired a man with ambition, and one who

acknowledged he had made a mistake, and would give me another trial.

On September 30, 1871, I again entered the service of the Baltimore & Ohio Railway Company as fireman, and was assigned to engine No. 189 regularly. This class of engine was built by the Ross Winans Locomotive Works, of Baltimore, Md. In those days engines were given a name and the first one built was called "The Camel," and I presume derived its name from its peculiar construction, the cab being situated on top of the cylinder part of the boiler, with the dome inside and with the furnace in the rear of the cab.

In April, 1885, I was assigned to a regular passenger run, and on May 7, 1914, on arrival at my home terminal, I voluntarily retired from the service of the Baltimore & Ohio Railroad Company and was immediately pensioned.

On three occasions, and for special purposes, I was appointed assistant road foreman of engines.

In 1874 I was made a member of the Brotherhood of Locomotive Engineers in Mountain Home Div. 174, Piedmont, W. Va., which in 1877 surrendered its charter, and by advice of the Grand Chief, Bro. P. M. Arthur, who furnished me with a certificate of membership, I joined Div. 31, Cleveland, Ohio.

I was a charter member of Tygart Valley Div. 284, Grafton, W. Va., which was organized June 13, 1885. I transferred from Div. 284, December 26, 1905, and I am now a member of Tom Wolfkill Div. 437, Cumberland, Md., my home city, and proud to say that I am a member of the B. of L. E.

Fraternally yours,

WM. E. FAZENBAKER.

NOTE.—Bro. Wm. E. Fazenbaker, who retired from the service of the B. & O. R. R. Co. May 7, 1914, after a most successful career as an engineer, is a well-preserved man and much respected by all who have the pleasure of his acquaintance. He was always ready and willing to help the young fellows over the rough spots. The writer has fired for Bro. Fazenbaker and had the same kindly regard for him then as at present, for his advice was always helpful, and his cen-

sure given with a desire to help rather than to hurt those to whom it was due.

We all hope that Brother Fazenbaker will be spared to his family and the B. of L. E. for many years to come.

C. A. BLACKBURN,

S.-T. Div. 437.

### Brother A. L. Vaughan, Div. 182, Receives Badge of Honor

LITTLE ROCK, ARK., Feb. 28, 1917.

EDITOR JOURNAL: I was born May 24, 1851, at Brewster's Mill, on the Chickamauga river, in Walker County, Georgia, one and a half miles from Dickerson Cross Roads, which was afterwards called Ringgold, and made the countyseat of Catoosa County. In 1862, during the Civil War, my father sold his lands for Confederate States money, took his chattels and other personal property and went south to Brooks County, Georgia, where my mother died in 1864. When the war was over my father was practically broke, had a trunk full of Confederate money, but not a red cent of Uncle Sam's coin, so at the age of fifteen I had to hustle for myself.

In January, 1872, I immigrated to Arkansas, where I began my railroad career, chopping wood for the locomotives on the line of the L. R. & F. S. R. R., wood being the only fuel for locomotives in Arkansas at that time. In March, 1872, I went to work on the Memphis and Little Rock Railway as a brakeman; left that road in May, and entered the service of the Little Rock and Fort Smith Railroad as fireman, firing engine No. 1, at the front, on a track-laying job for engineer Charles Chandler.

On the first day of August, 1872, I was hired by Mr. George Williams, master mechanic of the Cairo and Fulton Railroad at that time. I was to do extra firing, regular job as watchman of the shop, and wipe and care for the work-train engine. The Cairo and Fulton had only two engines in service on their line of fifty miles. One on mixed train, with W. P. McNally, engineer, and Charles Seymour, fireman; the other on work train, Robert Young, engineer, R. C. Freeman, fireman. In the fall of the

year 1872, the Cairo and Fulton Railroad began extending their line, both from the south and from the north. The first fifty miles of the C. & F. north out of Argenta, which is just across the river from Little Rock, was standard gauge, but when the extension of the line was made the standard gauge was changed to five feet, the same as their connecting line, the St. Louis & Iron Mountain Railroad. Before this change of gauge was made, two five-foot gauge engines were sent to Little Rock from St. Louis, Missouri, via Memphis, Tennessee. These engines were in charge of W. H. McCartney and Adam Mummert, engineers. The gauge of the M. & L. road, Memphis to Little Rock, was five feet at that time.

Mr. Leonard Finlay had succeeded Mr. George Williams as master mechanic when the Cairo & Fulton was finished from the north to Little Rock. A new roundhouse and shop buildings were located at what was known as Baring Cross, which was north of Little Rock, just across the Arkansas river. I was transferred from the old Argenta roundhouse to the new roundhouse at Baring Cross, as night foreman and boss hostler. I only held this job a short time, when I was given a job firing for Engineer J. W. Dickenson, on local freight run north to Moark, Arkansas, the northern terminal for the Arkansas division of the Cairo & Fulton at that time. On May 30, 1873, our engine, we owned them then, with Mr. Dickenson and myself was transferred across the Arkansas river on a flatboat to the south, or Little Rock side. The bridge over the Arkansas river at that time was not finished. The rails had been brought up the river on barges and track-laying had begun on the line south out of Little Rock. Our engine handled the cars which were loaded with rails and did the other work in the yard. When track enough had been laid to require an engine to haul iron and other supplies to the front, our engine was assigned to this work. I was on the train until a passenger train was put on. We were then assigned to the passenger run and held it until the road was completed to Fulton, 125 miles south of Little Rock. Later I took the freight run, with Mr. Dickenson, my engineer, and remained on that run until Mr. Dickenson gave it up and took a train to run as conductor. I then went firing for Engineer Theo. Burt on a passenger run, Little Rock to Moark. I fired this run until I was promoted, April 13, 1874. I first ran an engine on work train hauling rock to riprap the bank of the Arkansas river above and below Baring Cross railroad bridge. What was known as the Brooks and Baxter War, in Arkansas, was on at this time. Myself and our crew witnessed a

battle between them. The Brooks forces were up near the C. & F. roundhouse, and the Baxters were down near Argenta, which was east of the shops. We were out of range of bullets from either side. We stood on top of the cab and watched the fight, which seemed to be a draw. The shop forces got into fireboxes of locomotives and other safe places during the scrap. On the 20th day of May, 1874, I went to Texarkana, ran yard engine and acted as roundhouse foreman. In 1875 went on a regular freight run and held this run until November 7, 1880. I was assigned to a regular passenger run



Bro. A. L. Vaughan, Div. 182

between Little Rock and Poplar Bluff, Missouri, a 180-mile division. I ran on this division until December 12, 1915, then took a passenger run from Little Rock to Memphis, Tennessee, 150-mile division, and am still running on this division. Have made during my time as an engineer in freight and passenger service two million three hundred and twenty-five thousand miles, have had one head-end collision and one rear-end collision, through no fault of mine. I never had a passenger killed or seriously injured on my train, have a clear record so far, both with the railroad company and the Brotherhood of Locomotive Engineers. I joined Div. 182, B. of L. E., in September, 1876, and have held mem-

bership continuously since. I joined the insurance in 1880 and have paid all assessments up to date. My first work of any importance in Div. 182 was in 1882.

An agitation had been started to organize a general committee on grievances with a view of getting a contract with the officials of the system for fixing rates of pay and working conditions. Bro. John W. Curran and myself were appointed representatives of Div. 182 to meet the representatives of other divisions of the B. of L. E. on the system. The meeting took place at St. Louis, Mo., in 1882, and we organized what was known as the general grievance committee of the Gould Southwest System, and adopted a contract to be presented to the company that was drawn up in Div. 182 by Bro. John W. Curran, now deceased.

This was the first contract ever entered into by and between a railroad corporation and its engineers, and took effect in October, 1882. In 1886 I was elected and served one year as Chief Engineer of Div. 182. This was the year the Knights of Labor pulled off their great strike on the Gould Southwest System. It took moral courage and backbone to keep our members in line, and keeping them from mixing up with the Knights of Labor, thereby violating our contract with the company. In my opinion the fact that the engineers on the Gould Southwest System lived strictly up to the terms of their contract did much to convince the managements of our railroads that a contract with their engineers would be binding under any and all circumstances. In 1888 I was again elected Chief Engineer of Div. 182 and served by re-election ten consecutive years. At the end of my term in 1898 I requested the Brothers to elect someone else Chief Engineer, which they did. I was Chief Engineer of Div. 182 in 1894, when E. V. Debs pulled off his American Railway Union strike. The members of Div. 182, by maintaining a strict neutral position, performing their duties as engineers, fulfilling the terms of our contract with the railroad company, held our members in line. I attended the Grand Lodge B. of L. E. Convention as a delegate, representing Div. 182, at Richmond, Virginia, 1888; Denver, Colorado, 1889, and Los Angeles, California, 1904. I was local chairman for Div. 182 in 1903-4-5-6, and served as the representative of Div. 182 on the General Committee of Adjustment during the sessions in those years. I was Vice-General Chairman one term. At the last regular meeting of Div. 182 I was presented with a badge of honor, for having held continuous membership in the B. of L. E. for forty years, making me an honorary member of the Grand International Division of the Brotherhood of

Locomotive Engineers. I consider possession of this badge the greatest honor an engineer can obtain. I am thankful to the Brotherhood for conferring this honor on me, and I expect to continue to conduct myself with honor and loyalty to the Brotherhood of Locomotive Engineers, the same as I have in the past. I've worked on one railroad forty-four years and five months, under fifteen different general superintendents; twenty-five different division superintendents; twelve different master mechanics and trainmasters too numerous to mention; and so far as I know I have the good-will and respect of all of them. I have done my duty as I saw it, both by the railroad company and the B. of L. E.

Fraternally yours,

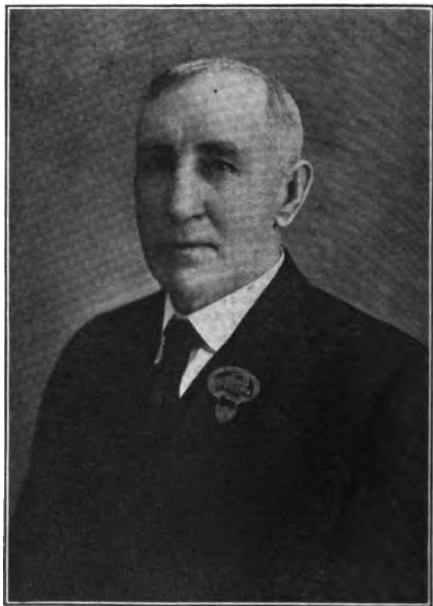
A. L. VAUGHAN, Div. 182.

### Bro. C. O. Smith, Retired

MOBERLY, Mo., Feb. 17, 1917.

EDITOR JOURNAL: Enclosed please find photograph of Bro. C. O. Smith, who has been a member of Div. 86 for over 40 years. On last Christmas day the Division surprised him by presenting him with his badge of honorary membership in the Grand Division. Brother Smith appreciated the honor very highly, and was visibly affected by the sentiment that went with the presentation of that distinguished mark of honor.

Brother Smith, like many of the boys of early days of railroading, commenced his career as a wiper in the roundhouse



Bro. C. O. Smith, Div. 86

of the North Missouri Railroad at Ottumwa, Ia. Mr. Hiram Peck was round-house foreman at that time. Brother Smith went firing on the same road in 1872; was promoted to engineer in 1875, and joined the B. of L. E. in 1876. He has been a member continuously up to date, and is always ready and willing to to render any service possible to the advancement of the interests of the Order.

Brother Smith has been in the passenger service since the early eighties, and is now on the Excelsior Springs Branch run, which runs to a health resort of the above name. Any Brother who may happen to be visiting this resort would do well to form the acquaintance of Brother Smith, as he will surely do all in his power to entertain the visitor.

There are many people in this vicinity who have the kindest regard for our veteran Brother. Everybody knows "Chris" Smith, for he is blessed with many of those rare traits of character that go so far to make friends, and what is more to hold them. Yours fraternally,

GEO. A. BURNHAM, S.-T. Div. 86.

### Making a Showing

Whatever degree of public sympathy the railroads may have enlisted by the aid of their big publicity campaign of last year, in their position in refusing to grant the demands of their train employees, it must have dwindled decidedly during the past few months since the public at large has had a taste of the lash from the railroad whip.

Immediately with the passing of the Adamson law the railroads got busy to make a showing in train operation that would forcibly impress the Government as to their utter impossibility to meet the demands of the train service employees without a substantial increase of rates. Whether they have succeeded in making the desired impression is yet to be learned, but the fact is plain that they resorted to every means possible to do so, while a more or less patient and long-suffering public had to suffer the inconvenience and also pay in actual cash the price of that showing.

There is ample evidence from many sources that there has been a general co-operation between the different railroads to make the public be brought to realize the inadequacy of railway facilities to also meet the commercial demands of the country and make the lesson sink so deeply into the public mind that its representatives in the halls of Congress need have no hesitancy in supporting any measures looking to a boost in railroad rates, but rather in doing so would be regarded by their constituency as real

public benefactors earning the approval of a long-suffering public.

The lesson has been taught in forced car shortages, indifferent train dispatch, and by every art known to the manipulators of railroad properties, with the results that the increased cost of commodities of all kinds, together with the absolute want of many necessities, has caused a lot of privation and suffering which may be laid at the door of the railroads.

The employees in train work have also been compelled to bear their share of the burden of the forced conditions of the past few months, and there is reliable testimony to bear out the statement that never before have they witnessed such indifference on the part of the railroads in the matter of carrying out their obligations to their employees or the public in general, as during the past winter.

The idea suggests itself that no such policy as has been recently pursued by the railroads would be necessary if the claims for increase of rates to meet the demands of the employees were made on just grounds; the fact that such strenuous efforts have been made to make a showing recently rather disproves the justice of those claims.

Fraternally yours,  
CHAS. HILTON.

### Railroad Men's Home

HIGHLAND PARK, ILL., March 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended February 28, 1917:

G. I. A. TO B. OF L. E. DIVISIONS.

Div.	
58.....	\$5 00
159.....	6 50
Total.....	\$11 50

### SUMMARY.

Grand Lodge B. of R. T.....	\$ 3271 49
Grand Division, B. of L. E.....	2812 44
Grand Division, O. R. C.....	444 90
Grand Lodge B. of L. F. & E.....	40 00
B. of R. T. Lodges.....	21 00
G. I. A. to B. of L. E. Divisions.....	11 50
O. R. C. Divisions.....	24 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
C. W. Herbert, Div. 608, B. of R. T.....	1 00
	\$6629 33

### MISCELLANEOUS.

One quilt from Lodge 253, L. A. to B. of R. T.  
One quilt, pair slippers, pair suspenders, six handkerchiefs, three pairs of socks and three towels, from Lodge 319, L. A. to B. of R. T.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.





## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Easter Song

BY M. M. CASS, JR.

Up from the dark earth mould,  
Out of imprisoning gloom,  
Lo! how the stainless lily  
Lifteth its snowy crown.  
So when the stone was rolled  
Back from the door of the tomb,  
Christ in His radiance rose  
To dwell at the Father's throne.

### Easter Day

BY J. H. S.

It is an interesting study to note the gradual change which takes place in the observance of a popular holiday. The very word is significant. In the beginning, all festivals were religious ceremonies, and the days upon which they were celebrated were "holy days," which by corruption became the "holiday" of the present time.

Nor was this the only change. In heathen times, with few exceptions, the festivals were merry ones, marked with wine, flowers and dancing, whereas the holy days of the early Christians were tintured with sadness. Some of this gloom clung to church festivals until within comparatively modern times and only of late has disappeared. Now the popular meaning of a holiday is one devoted to music and merriment, good living and good cheer.

That the world is the better for such a change there can be no doubt. When people find that to be good does not necessarily mean to be grave, or that an upright life is not incompatible with jollity, more people will be good. Children learn this lesson much more quickly than adults, and therefore the children of the present day are peculiarly fortunate, because austerity is no longer a part of religion.

It happens that Easter is doubly blessed in this respect, because it has always marked the close of a penitential season, and typifies new life and gladness, and also because it has always been a day which children have celebrated. In the processions which in some countries mark the observance of the festival, children take a prominent part; in Germany there are special games for Easter Day, and even in this country we have adopted the pleasing custom of giving presents, making visits and interchanging little courtesies which tend to make life happier.

With each passing year Easter is coming more into popular favor, not only with church members of all denominations, but with people who regard the day solely as one of good cheer. There are all too few such holidays in our national life, and the growth of Easter in general esteem is therefore a cause for congratulation.

At this distant day it does not really matter how the festival originated, any more than the exact date of Christmas. The day itself and the event it commemorates is alone of importance, and the way the day is celebrated is of more importance than all. When any day is looked forward to, and anticipated with joy by the children, we may be sure that it will not fall into popular disfavor. It might be possible to make young people

simulate grief, but they cannot successfully counterfeit joy.

"Tomorrow is Easter!" the children cry, joyfully, and the Easter dawn is greeted with equal gladness. It is not, at least in this country, because of the colored eggs, or the pretty presents, or even the lesson of the day, so much as because of the general joyousness which seems to pervade the very air. The people one meets on the street wear smiling faces, the bells ring out in quicker time and clearer melody, and there is a contagion of happiness which young people are the first to feel.

Easter and spring go hand-in-hand. Each is the harbinger of new life to earth and man, and each is blessed for the pure and simple happiness it brings.—*Golden Days*.

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### The Dancing Easter Sun

It is curious what a number of queer superstitions attach to Easter Day. Every one has heard of and wondered at the quaint notion that prevails in Germany among the children that the hare lays the many-colored Easter eggs, and the English have an equally curious notion about the sun dancing on Easter morning.

As to the origin of the superstition there appears to be no definite explanation, but doubtless many are familiar with Sir John Suckling's poem, "The Bride," in which occur the lines:

"But, oh, she dances such a way!  
No sun upon an Easter Day  
Is half so fine a sight."

In support of this belief, the English peasants will tell you to look at the sun's reflection in a pond or other body of water, on Easter morning, and you may see it dance. So you may, to be sure, and so you will on any morning in the year, if the water stirs ever so slightly.

In Dunton's "Athenian Oracle" occurs the inquiry "Why does the sun at his rising play more on Easter Day than Whitsunday?"

The question is answered thus:

"The matter of fact is an old, weak superstitious error, and the sun neither plays nor works on Easter Day more

than any other. It is true, it may sometimes happen to shine brighter that morning than any other; but if it does, it is purely accidental. In some parts of England they call it the lamb playing, which they look for, as soon as the sun rises, in some clear or spring water, and is nothing but the pretty reflection it makes from the water which they may find at any time, if the sun rises clear, and they themselves early and unprejudiced with fancy."

We are fortunate in living in an age and country where superstition finds little lodgment. Easter is a beautiful festival, and serves a useful purpose in recalling a great event in the world's history, but there is no use encumbering it with silly and extravagant ideas, founded on ignorant beliefs.—*Golden Days*.

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### An Easter Fancy

A dainty superstition which is indorsed by many of the sisterhoods prohibits the wearing of garments on Easter that have seen past service. It is said that bad luck is certain to follow the fair one who has not, at least, one spick and span article of wearing apparel among her Easter gowning.

It looks very much as if this superstition had its origin with a woman. For it, at any rate, we should be thankful, as it gives us so many marvelous creations in bonnets and frocks.—*Golden Days*.

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### Birthday Celebration

Div. 96, Chicago, Ill., held the regular meeting on Feb. 14. Sister Murdock was invited to come and help us to enjoy it by celebrating her birthday. We also invited a few more from other Divisions, and when they arrived we had a good crowd; you know Sister Murdock loves a crowd. Sister Oliver sang a beautiful song which all enjoyed. President Sister Williams presented Sister Murdock with a basket of sweet peas, and suspended from the basket were 57 hearts with the names of the Sisters of Div. 96 on them.

Sister Mimuth baked the birthday cake, which was decorated with 57 tiny flags.

Sister Boomer, Secretary of V. R. A.,

was with us. We all enjoyed her talk and congratulations to Sister Murdock. Visitors were present from out of the city and were more than welcome, as our latchstring is always out. We were sorry that Sister Merrill, Grand Secretary, was unable to attend, and we surely missed her.

The following poem, written for Sister Murdock, by a friend of the Order, was read and voted most beautiful and appropriate:

When fifty-seven years ago, a little baby girl  
Was given to this busy world, with its bustle and its whirl  
No one could tell us, what each one knows today  
That God had given us a Leader for our beloved  
G. I. A.

Sisters, I think it fitting and altogether right  
That we celebrate her birthday in a happy sort of way,  
For isn't she our leader, and born St. Valentine's day?

Cupid never carried a load of love so heavy  
As the load we give her here today;  
It fills me quite with envy, but I feel that she deserves it  
As the Founder of our dear old G. I. A.

Give three cheers for Sister Murdock and good St. Valentine,

Today we also welcome nine new Sisters to the fold,  
They are coming in by transfer, so they are new,  
and yet they are

All more reason why we welcome, Sisters faithful,  
true and good

Who stay loyal to our Order as every Sister should.  
It seems to me so fitting, that we celebrate this day  
Which has given us such riches—Leader, Sisters,  
Cupid's day.

So let us all be merry, make this day a festal time,  
Let's thank God for all his blessings, and for OUR  
Valentine.

SEC. DIV. 96.

### Celebrate Silver Anniversary

On February 13, Mrs. W. E. Hoyt Div. 125, St. Paul, celebrated the twenty-fifth anniversary of its inception at lodge quarters. The event was observed by a union meeting comprising St. Paul Divisions 125 and 274, and Minneapolis Divisions 53, 182 and 366.

The Presidents of the visiting Divisions were first escorted to the rostrum. Sister Collins, Grand Sentinel, of St. Paul, was then also conducted to the rostrum by the Guide and given the Grand Honors.

The ritual work was then exemplified by each Division, after which a silver

donation was made to Div. 125 by the visiting Sisters.

The Guide announced the presence in the anteroom of Brother Maloney, Chief of Division 150, accompanied by Bro. W. T. Maher. The Guide was instructed to admit Brothers Maloney and Maher, the former gentleman carrying a small basket, prettily decorated, too small we thought for a lunch basket (particularly for an engineer,) and much speculation was indulged in as to its contents; but the apparent mystery was soon solved, for upon reaching the President's chair, the basket was formally presented to our President, Sister Sullivan, by Brother Maloney in a very appropriate speech on behalf of Div. 150, as an anniversary gift. Upon opening the basket, it was found to contain one hundred pieces of silver, aggregating \$50.00, and on behalf of our Division, Sister Sullivan expressed her appreciation of the thoughtfulness of the Brothers of Div. 150 for so kindly remembering us. Brother Maher also addressed the meeting, urging co-operation in all matters, and attendance at meetings, particularly requesting the Sisters to prevail upon their husbands to attend their own meetings regularly. We were also entertained by some interesting remarks from other Sisters and Sister Merrick contributed a poem in a very pleasing manner. Communications were read from Grand President Sister Murdock, and the first President of our Division, Mrs. Hoyt, expressing regret at their inability to be with us on this occasion.

Of the charter members of our Division, the following were present at our twenty-fifth anniversary; Sisters J. J. Maher, M. J. Maloney, E. R. Emerson, P. J. Conley, J. G. Briggs, P. Corrigan and P. G. Olson.

At the conclusion of the meeting we repaired to the dining room to partake of an elaborate dinner especially prepared for the occasion, to which had been invited the Brothers of the Divisions represented, a goodly number of whom were present. The table decorations were pink carnations and jonquils, and the room was draped in the lodge colors. Much credit is due Sisters Sullivan,

Maher and Zimlin for their efforts in making the dinner a crowning success.

The balance of the evening was devoted to dancing and a most pleasant time enjoyed by everyone. All departed for their homes, expressing their good wishes for the continued success of Div. 125.

COR. SEC., Div. 125.

### Union Meeting

Div. 453, New Castle, Pa., held a union meeting on January 25th; 133 members were present, representing fifteen Divisions.

Sister Wilson, President of the V. R. A., was with us.

Sister Sittig, President of Div. 453, presided, and the other offices were filled from the visiting Divisions.

At 1 p. m. dinner was served at the First Christian Church, after which we resumed the ritualistic work. We were instructed how to drape the charter by Sister Wilson. The meeting was profitable to all who attended and we hope to have many more such meetings.

We have been having a membership contest which closed the last meeting. The losing side was to banquet the winning side, but as it was a tie we all furnished the banquet.

As a result of the contest we have secured twenty new members.

Any Sister visiting New Castle will be made welcome to our Division. C. J. B.

- On January 25, 1917, Twin City Div. 270 entertained the Virginia and West Virginia State Union. On account of our regular meeting place being rather small, we asked permission to meet at the Elks Hall. It being the regular meeting day of Div. 270, the meeting was called to order by the President. After the opening form, Sister Crittenden, A. G. V., was brought in and given grand honors.

The Presidents of Subdivisions were brought in and seated on the rostrum. In the absence of Sister Bailey, the Union President, Sister Crittenden, presided over the meeting. The Secretary read a letter from Sister Bailey regretting her inability to be present, on account of

illness. The body voted that a letter of sympathy be written to Sister Bailey.

There was a motion made and carried that we proceed with the election of state officers, the result being:

Sister A. J. Ross, Div. 490, President.

Sister M. P. Kidd, Div. 270, Vice President.

Sister Henley, Div. 222, Secretary.

The minutes of the last state meeting were read and approved. The roll call showed seven Divisions represented. There were about fifty Sisters present—not as many as we had hoped would avail themselves of this opportunity for instruction, which is always to be gotten at these meetings. We had some visitors from Erwin, Tenn. This is a young Division, but doing splendid work.

The different forms of floor work were presented with credit to all Divisions present. Sister Crittenden gave a very interesting talk on the Silver Anniversary Fund, a subject in which all should be deeply interested.

The guests were served a delightful lunch at the noon hour, and entertained with a theatre party in the evening, after which we went back to the hall, where ices and cakes were served. We were entertained with music and drills until a late hour, when we separated, feeling that it had been a day well spent—that the Sisters had been drawn closer together and that we were better prepared to go forth in the discharge of our duties as G. I. A. women.

The next state meeting was voted to go to Martinsburg, W. Va.

MRS. M. P. KIDD,  
State Vice President.

Main Line Circuit, comprised of Divisions from Altoona, Conemaugh, Derry, Freeport, Greensburg, Pitcairn and Wilkinsburg, held its fiftieth anniversary union meeting in the I. O. O. F. Hall, Greensburg, Pa., Feb. 28, 1917.

The hall was beautifully decorated with large flags, pennants, representing the four colors of our Order, and pink carnations.

Sister Wilson, President of the V. R. A., was referee, assisted by Sister Gilchrist,

as President. Ninety-eight members were in attendance.

At the conclusion of the meeting dinner was served in the United Brethren Church, and at its close the Sisters returned to the hall, where they were entertained by music and dancing.

This meeting was a most enjoyable one and voted as being one of the best ever held in the circuit. Divs. 142 and 139 were joint hostesses for this occasion.

SISTER GILCHRIST.

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### Notices

DIVISION 29, Terre Haute, Ind., will entertain the Indiana State meeting April 26, in K. of P. Hall, corner 8th and Walnut streets. All members of the G. I. A. are cordially invited to attend.

MRS. F. M. SIMMS, Pres.

MRS. B. B. IDE, Sec.

THE Ohio State meeting will be held in Cleveland, O., with Div. 278, on Thursday, May 10. Meeting called at 10 a. m. in the Chamber of Industry, 2515 Franklin avenue. Take car from depot to the Square and transfer to W. 25th, get off at Franklin avenue.

M. E. CASSELL, Pres.

F. M. HOWARD, Sec.

THE Virginia States will hold the next Union meeting with Div. 111, Martinsburg, W. Va., on May 15. Sister Cassell, G. V. P., and Sister Garrett, G. G., have sent word that they would be with us, and we desire a large attendance.

SEC. DIV. 111.

THE B. of L. E. and G. I. A. Divisions of Los Angeles, Cal., will hold a Union meeting in that city in July. The meeting will last three days, beginning with the 19th. This meeting was postponed from last year for various good reasons, and no pains will be spared to make it a success at this time. All members of the two Orders are cordially invited. This notice will give all who wish to go plenty of time to make up their minds and make arrangements to do so. It is our aim to make this one big gathering of the clans.

COMMITTEE.

THE Middle Atlantic Circuit will hold their next meeting under the auspices of Div. 264, New York City, April 30, in the Division room in the 12th Ward Bank Building, 125th street and Lexington avenue. Meeting to open at 10:30 a. m. All members of the G. I. A. invited.

COR. SEC.

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### Division News

DIVISION 553, Huntington, W. Va., received a surprise at one of their recent meetings, when Bro. H. B. Fox, Secretary of Div. 190, B. of L. E., asked for admission. A recess was called and the Brother was escorted to the rostrum. Several of the Sisters began to open their purses, but Brother Fox informed them that he was not collecting insurance, but was on a more pleasant mission—that of giving instead of receiving.

After a good talk on the insurance of both Orders, he presented the Division, in behalf of his wife and daughter, two gavels. The President responded, and a rising vote of thanks was extended to the donors. At the same meeting our President, Sister Bishop, presented us a beautiful leather-bound bible, a gift from herself and husband, Thomas Bishop, one of our popular engineers, and a staunch friend of the G. I. A.

At the time of installation we held a public one, and many Brothers from Div. 190 were present. Sisters Falley and Bishop were the recipients of gifts from the Division, in recognition of faithful services. The Brothers complimented our work, and music and refreshments followed, making the day one to be remembered.

COR. SEC.

THE JOURNAL has not heard from Div. 265, Savannah, Ga., for some time; however, we have been busy during the past year.

We have responded willingly and cheerfully to all calls for charity, not only to those from our own people but to calls from other organizations, and yet have a treasury to be proud of.

At our public installation we invited the three B. of L. E. Divisions and their

wives; also the Ladies' Auxiliary to O. R. C.

We enjoyed a splendid talk for the good of the Order from Brother J. W. Urquhart, and a reading by Miss Beasley.

A luncheon was set in the banquet hall, where the long tables were decorated with baskets of carnations.

The evening of entertainment was a perfect success.

On February 8th, we had a visit from Sister Crittenden, A. G. V. P., who came to inspect us. She is not a stranger to us and there is always a warm welcome awaiting her. An all-day session was held, and before meeting was closed our President, in behalf of the Division, presented Sister Crittenden with a cut glass powder jar. She responded with words of appreciation.

We send greetings from the Sunny South to Grand Officers and Sub-Divisions. SECRETARY.

DIVISION 358, Rensselaer, N. Y., is always ready to profit by the corrections and suggestions, as evidenced when we received a visit from Sister C. E. Miller, A. G. V.-P., of Syracuse, at our last inspection. She won a place in our hearts, and when she made the suggestion that a joint school of instruction for Div. 88, of Albany, and 358, of Rensselaer, be held in the near future, we at once fell in with the proposition, and have asked the Grand President to name the day. This is something to look forward to and we are alive with anticipation. P. P., Div. 358.

DIVISION, 292, Syracuse, N. Y., has been busy during the winter months. Since we were inspected by our Grand President we held public installation and have had get-acquainted socials at the homes of members once each month, which netted a tidy sum for our treasury. We appreciate having our A. G. V.-P., Sister Miller, with us often.

On Washington's birthday a social was held at the home of Sister Van Clief. The rooms were decorated with American flags. Old-time songs were sung and a literary program was given. A sketch of the life of Washington was read by the hostess, and quotations were used in

answer to roll-call, after which all did justice to the luncheon served.

We extend greetings to all Sisters and invite them to visit Div. 292 when they come to Syracuse. PRESIDENT.

DIVISION 253, Philadelphia, Pa., held their eighth annual supper and dance in Clayton's Academy on the night of Feb. 14. It was a grand success, as the hospitality of this Division is known far and wide. If the crowd keeps increasing each year we will have to hire a larger hall.

The supper room was decorated with flags and many red hearts to remind us of St. Valentine. The grand march to supper was led by the sixteen officers. As our Past President and President came up through the center of the hall Miss Bertha Henze stepped out and presented our President, Mrs. J. B. Van Pelt, with a beautiful bouquet.

We had with us Sister Harveson, our organizer. Several of her dearest friends presented her with a huge bouquet of laurel leaves and pink carnations.

Brother Finer, one of our floor managers, then took Sister Williams, our oldest member, on the stage, introduced her and gave her a beautiful fern. Sister Williams received this, her eyes brimming over with tears. We were so glad to have her with us again, as she has been very ill this winter.

In addition to the dance, a short program was given and a drill executed by the Sisters of Div. 253.

We hope to see all our friends again one year from now. A. A. B.

BATTLE CREEK DIV. 284, G. I. A. to B. of L. E., has just completed a most successful year with a membership of over eighty, and in excellent financial condition. That other Divisions may profit by our experience, it may be well to relate how some of our money was earned. Our President, at the beginning of last year, put six Sisters on the entertainment committee, commencing with A, and had them serve alphabetically for two months each. The two committees earning the least during the year were to banquet the other committees. The latter condition was afterwards withdrawn. How-

ever, it created quite a rivalry, and 284 earned more money in one year than in two previous years. The committees gave card parties at Sisters' homes and Division rooms, charging an admittance, and serving light refreshments; they also sold tickets on handmade articles, hand-painted china and other articles. Then there was an experience social, each Sister earning one dollar and relating at the social how it was earned, with a prize for the most humorous experience. Larkin soap orders, taking cash instead of premiums, also helped swell the treasury. Home baked goods sales were also quite a drawing card, and a rummage sale, with everything donated, was more profitable than anything undertaken. The committees worked hard, were very enthusiastic and results exceeded their expectations. This plan was also the means of calling out Sisters who seldom came, renewed their interest, and we now have a good attendance at every meeting. Our monthly picnic suppers during the cool months, to which the Brothers and families are invited, are always well attended. At a public installation the first of the year, our new President, Sister H. R. Barton, presented Sister H. E. Bailes, retiring President, with a gold ring, she having received a Past President's pin the previous year. The retiring Past President, Sister J. Condon, was presented with a rosary, and later, our Secretary, Sister T. C. Spratt, with a gold ring.

Div. 284 and husbands perpetrated a complete and very successful surprise on Brother and Sister F. M. Fisher, the occasion being their forty-fourth wedding anniversary. Sister Fisher is one of our marshals, and Brother Fisher is Chief of Div. 33. Sister Fisher was remembered with a beautiful cameo pin and Brother Fisher with a Masonic pin, Brother H. R. Barton making the presentation.

We have started the new year with five new members, more prospects, and with perfect harmony between officers, committees and members, feel assured that our success of last year will be repeated.

COR. SEC.

DIVISION 499, Lakeland, Fla., like many other Divisions in the South is wide awake and doing good work along the G. I. A. lines.

On February 12 our President, Sister Brower, entertained the members, inviting them to dinner in honor of our A. G. V.-P. Sister Crittenden. After a sumptuous spread, a business meeting was held for the purpose of making plans to earn money for the treasury. A social club was organized, the membership to consist of wives of B. of L. E. men. We call our club the G. I. A. sewing club, and Sister Mims was appointed president.

Sister Goddard is to be the first one to entertain, and we hope to do something worth while in this new venture.

DIVISION 507, Raleigh, N. C., is composed of interested members and in a very prosperous condition. We recently had a Tom Thumb wedding; all the children taking part were of our own families, and we were justly proud of them, they all acted their part so well. A small admission was charged, which gave us quite a sum of money. In January we had public installation and many were the compliments given us by the Brothers in attendance.

Brother and Sister Robertson were at home to their many friends on January 27, in celebration of their silver wedding anniversary. The members of Div. 507 presented Sister Robertson with a silver pitcher and tray, with their very best wishes for many more years of happy married life. The reception was enjoyed by a host of friends, and the many gifts received attested the high esteem in which Mr. and Mrs. Robertson are held.

PRESIDENT.

DIVISION 176, Chattanooga, Tenn., entertained with a Washington tea at the residence of Sister Andrew Moore. The entire lower floor was thrown together, and was decorated with bunting and flags draped over the folding doors. Red, white and blue bunting was interlaced up and down the stairway. A small table draped with a United States flag stood in the center of the reception hall, holding a basket of brilliant red tulips. American Beauty roses were used in the parlor, and red, white and blue electric bulbs burned in the hall, parlor and dining-room.

In the dining-room the table was covered with a Battenberg lace piece, a cut-glass vase of red carnations, resting on a flat mirror and surrounded by miniature flags, which gave the impression of a little boat, with small United States flags for sails. Four old-fashioned mahogany candlesticks burning red candles were arranged on either side of the centerpiece, as though to light the little craft safely into port. Mrs. F. H. Day, in colonial gown and powdered hair, presided and poured tea. Little Miss Katherine Roberts and Master Junior Day represented George and Martha Washington and were presented after the guests arrived. Everyone stood as Mr. and Mrs. Washington were presented. A program was rendered by Miss Margaret Seiters, Miss Katherine Roberts, Robert Hetzler and Junior Day. Patriotic airs were played on the Victrola.

The refreshments consisted of old-fashioned spiced ginger bread, cookies and striped stick candy, with tea.

In a George Washington contest Mrs. M. T. DeLong won the prize, a colonial picture.

Mrs. Moore wore a colonial gown of old gray, brocaded in lavender roses. She received her guest under a United States flag in the hall, assisted by Mrs. W. F. Hetzler, President of the Auxiliary.

Mrs. Hetzler represented Mary Washington, mother of George Washington, and wore a green silk petticoat and brocaded pink bodice with panniers, and carried an old-fashioned red satin fan with ostrich tips—an heirloom.

The following ladies in colonial costumes assisted in receiving and caring for the guests: Mrs. Henry Carden, Mrs. Will Akers, Mrs. Charles Searcy and Mrs. Harry Blankenship.

Mrs. Blankenship pinned her fissue with an old-fashioned brooch made from gold when first discovered in California, an heirloom coming to her from her great uncle.

Mrs. Carden, as Dolly Madison, wore old blue brocaded in white roses and an old gold bracelet. Mrs. Carden is Vice-President of the Auxiliary.

Mrs. Akers and Mrs. Searcy wore pink skirts, flowered bodices and heirloom bracelets.

A most exciting event took place when it was announced that we would have a bargain sale. A line was stretched across one corner of the dining room, and brown paper bags were pinned on the line and offered for sale at 10 cents each. A scramble was made for the bargain line (instead of counter) and on purchase these bags disclosed boudoir caps, cook aprons, silk bags, fancy aprons, bungalow aprons, hot dish mats and a lot of other articles dear to the hearts of housekeepers. These articles had been donated and made by the members of the Auxiliary, and it proved to be a very enjoyable feature of the afternoon's entertainment, as well as profitable. This idea originated with our ingenious President, Sister Hetzler, who is ever on the alert for new modes of entertainment and devices for adding a few dollars to our treasury.

About one hundred ladies called during the afternoon, including fifteen conductors' wives, whom we very much enjoyed having with us in the celebration of the birthday of the illustrious George Washington, the first President of the United States, of whom it has been said, "God gave him no children that he might be rightly called the father of his country."

COR. SEC.

THURSDAY, Feb. 15, was an auspicious day for Chickasha Div. 523, G. I. A. to B. of L. E., and will long be remembered by its members. The Chickasha organization invited El Reno Div. 524 to meet with them and the invitation was

accepted by Mesdames Craig, Cuthbertson, Cupp, Jones, Hall, Kelly, Artman, Inge, Dennis, Curry, Wallace, Dunlop, Allen, Farley and Merchant.

A business session was presided over by Sister S. W. Byron, after which Sister L. W. Hawley acted as chief of ceremonies, and a splendid program followed, ending with "America" being sung by Brothers Keegan, Boucher, True, Rutherford, Shuckrow and company.

The dining room was prettily decorated, a color scheme of red, white, blue and purple being carried out. Flags were used in profusion and souvenirs of Washington hatchets and silk flags were distributed. The delicious refreshments served consisted of coffee, cake, sandwiches and fruit.

After a pleasurable afternoon had been spent in renewing fraternal friendship, the visiting ladies left for their homes on the Firefly.

DIVISION 52, Columbus, O., has been devising ways and means to induce the members to attend better, and hit upon the plan of setting aside an hour or so on the first meeting in each month for some kind of entertainment. The first of the series was on the first meeting in March, at which time a debate was held. The subject selected was as to whether the high cost of living was due to the greed of man or on account of the vanity and inefficiency of women. Sisters O'Hara and Caldwell took the side to prove that it was the fault of men and Sisters Hughey and Stout were to show that women were at fault. Of course none of them really thought that women were to blame, but said so for the sake of argument. All four of the Sisters surprised us with the splendid handling of the subject, and many points were brought out that gave us food for thought. All enjoyed the afternoon, and at the first meeting in April Sisters Lambert and Colburn will take opposite sides on the subject, "Which is the best, the old-time or the modern way of raising children?"

We expect to handle subjects right along that are of vital interest to wives and mothers, and hope, by mixing pleasure with business, that our members will come out in great numbers and help to keep the Division very much alive and active.

DIVISION 486, Leavenworth, Wash., celebrated their sixth anniversary with a banquet and entertainment. Through the kindness of Div. 540 B. of L. E., we gathered in their hall on their meeting night, and they, with the members of the B. of L. F. & E., joined us in the celebration.



An excellent program of music was well received, the large hall being taxed to its capacity. Our President, Sister Geerds, is a most energetic worker, and with willing helpers, Div. 486 has very encouraging prospects. F. W. C.

DIVISION 74, Boone, Ia., entertained their husbands and families at a 6 o'clock dinner, on February 10, in the I. O. O. F. Hall. The table decorations were of pink carnations. The dinner was served in two courses to over 100 guests. The after-dinner hours were spent in conversation and cards. A general good time was enjoyed. COR. SEC.

DIVISION 99, Boston, Mass., enjoyed a real old-fashioned evening with husbands and friends on the night of February 17. The weather was fine, and consequently a large crowd was in attendance, each one bubbling over with fun.

The entertainment was in the hands of Sister H. Colby and carried us back to our childhood days, when, as Jack and Jill we went up the hill to get a pail of water. Old-fashioned gowns and children's clothing were worn by all, irrespective of age. Sister Brown sang and Sister Fogg favored us with reading. The Division orchestra played for dancing and we all enjoyed the Virginia reel. This Division holds an annual fair at Christmas time, and we have begun our work early this year to avoid being rushed at the last minute. We use the money realized from this source to pay our rent and care for the sick and needy. COR. SEC.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., April 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than March 31, 1917.

#### SERIES A

##### ASSESSMENT No. 272

Philadelphia, Pa., Dec. 11, 1916, of apoplexy, Sister P. Riley, of Div. 263, aged 54 years. Carried one certificate, dated Sept., 1904, payable to Katherine, Mary, Joseph and Phillip Riley, children.

##### ASSESSMENT No. 273

Nashua, N. H., Jan. 11, 1917, of pneumonia, Sister Nancy Goodwin, of Div. 155, aged 76 years. Carried two certificates, dated March, 1898, payable to William Goodwin, husband.

##### ASSESSMENT No. 274

Nashville, Tenn., Feb. 7, 1917, of tuberculosis, Sister Nellie C. Burns, of Div. 582, aged 42 years. Carried two certificates, dated May, 1913, payable to John Burns, husband.

##### ASSESSMENT No. 275

Scranton, Pa., Feb. 10, 1917, of diabetes, Sister Mary E. Long, of Div. 82, aged 68 years. Carried one certificate, dated May, 1900, payable to Lucy C. Long, daughter.

##### ASSESSMENT No. 276

Columbus, Ga., Feb. 12, 1917, of aortic regurgitation, Sister Nannie Greene, of Div. 372, aged 39 years. Carried two certificates, dated Feb., 1908, payable to Vandy Greene, husband.

##### ASSESSMENT No. 277

Denver, Colo., Feb. 14, 1917, of pneumonia, Sister Agnes Rogers, of Div. 46, aged 28 years. Carried one certificate, dated Oct., 1913, payable to Harold and Lenore Rogers, children.

##### ASSESSMENT No. 278

Baltimore, Md., Feb. 16, 1917, of hardening of heart, Sister Mary Stevens, of Div. 172, aged 66 years. Carried two certificates, dated May, 1898, and Sept., 1897, payable to Andrew, James and Walter Stevens, sons; Maud Kirkwood, daughter, and John, Eddie and Willie Thomey, grandsons.

##### ASSESSMENT No. 279

E. Hatford, Conn., Feb. 17, 1917, of pneumonia, Sister Perry Giddings, of Div. 107, aged 59 years. Carried one certificate, dated March, 1898, payable to Perry Giddings, husband.

##### ASSESSMENT No. 280

Portland, Ore., Feb. 18, 1917, of heart disease, Sister J. A. Randall, of Div. 261, aged 59 years. Carried one certificate, dated Sept., 1903, payable to J. A. Randall, husband.

##### ASSESSMENT No. 281

Philadelphia, Pa., Feb. 21, 1917, of myocarditis, Sister Anna Smurthwaite, of Div. 112, aged 83 years. Carried two certificates, dated March, 1892, and Jan., 1899, payable to Mary Arnell, Anna Kinsey, Lewis Smurthwaite, William Smurthwaite, and Frances Murray, children.

##### ASSESSMENT No. 282

Ludlow, Ky., Feb. 22, 1917, of diabetes, Sister P. Moffett, of Div. 313, aged 47 years. Carried two certificates, dated May, 1898, and March, 1900, payable to Peter Moffett, husband.

##### ASSESSMENT No. 283

Buffalo, N. Y., Feb. 24, 1917, of pneumonia, Sister Jennette Reese, of Div. 79, aged 63 years. Carried one certificate, dated Oct., 1896, payable to John Reese, husband.

##### ASSESSMENT No. 284

Sunbury, Pa., Feb. 27, 1917, of nephritis, Sister Maxie Martin, of Div. 42, aged 59 years. Carried one certificate, dated June, 1908, payable to John Martin, husband.

##### ASSESSMENT No. 285

Ft. Scott, Kans., March 2, 1917, of infection, Sister Pearl Huey, of Div. 227, aged 37 years. Carried two certificates, dated April, 1906, payable to I. O. Huey, husband.

##### ASSESSMENT No. 286

Creston, Ia., March 2, 1917, of apoplexy, Sister Lora Clarke, of Div. 341, aged 56 years. Carried one certificate, dated May, 1908, payable to C. W. Clarke, husband.

##### ASSESSMENT No. 287

Grand Junction, Colo., March 4, 1917, cerebral hemorrhage, Sister Nellie Olson, of Div. 273, aged 51 years. Carried two certificates, dated Jan., 1906, payable to Guy Wilson and Carl Olson, sons.

Members will pay their Insurance Secretaries on or before April 30, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 252A and 253A—11,797 in the first class, and 6,242 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### THE EFFECT OF LOW STEAM PRESSURE

**Q.** Here is a question I would like to have answered in the Air Brake Department of the JOURNAL, as I believe there are many more like myself having trouble on account of low steam pressure. I am running a passenger engine equipped with the Westinghouse cross-compound pump and E-T equipment. We carry 110 pounds brake-pipe pressure and 130 pounds main reservoir pressure. Here of late we have been getting a poor grade of coal, and are having trouble in maintaining the maximum steam pressure, and just as soon as the steam pressure begins to drop, the pump slows up, and the main reservoir pressure begins to drop, and the next thing the brakes are dragging. Now what I would like to know is what, if anything, can be done while on the road to overcome the trouble of dragging brakes? It is hard enough to make the time with low steam pressure, without being further delayed by brakes dragging. So if you have a remedy for this, let us have it, and it will be greatly appreciated. J. P. M.

**A.** Where the steam pressure drops so that the pump is not able to maintain the maximum main reservoir pressure, there is not much left to do but to cut down the pressure carried in the brake pipe, that is, readjust the feed valve. To make this more clear let us assume a case where but 120 pounds main reservoir pressure could be had.

Now, if the feed valve required 20 pounds excess pressure to properly maintain the brake-pipe pressure, we will, in this case, find it necessary to readjust it for 100 pounds instead of 110 pounds; this will again give us the necessary 20 pounds excess pressure.

However, it must be kept well in mind that after turning back on the adjusting nut of the feed valve, the brake-pipe

pressure must be reduced to some pressure below that for which the feed valve is readjusted. It will be found best to make this change of adjustment while train is at rest.

### UNDESIRED EMERGENCY WITH THE P-C EQUIPMENT

**Q.** I am running an engine in passenger service, and here the other day, while handling a twelve-car train, I had trouble with the brakes applying in emergency when a service reduction was made. The action of the brakes was somewhat peculiar, as they would first apply in service, and then, if the brake was held applied for any length of time, as when making a stop from high speed, they would apply in emergency.

Arriving at an inspection point the inspector found an emergency reservoir bleed cock broken off on a car having the P-C type of brake. After putting in a new bleed cock no further trouble was had. Now what I would like to know is, how would a broken or open bleed cock cause the brakes to apply in emergency, and would the same result be had if this car were equipped with either a New York or Westinghouse quick-action triple valve?

S. W. B.

**A.** With the bleed cock on the emergency reservoir missing, it means, of course, that the brake on this car was not charged; therefore, when a brake-pipe reduction was made this control valve remained in release position, and in this position kept bleeding the brake pipe of its pressure. Now when the automatic brake-valve handle was moved first to service, and then to lap position, as in making a brake application, the supply of air to the brake pipe was cut off, and the control valve in question, still being in release position, continued to drop the brake-pipe pressure, and this continued drop in pressure affected the control valves on other cars in the train. This may be made more clear by offering a brief description on the operation of the control valve. Assume a train, the brakes of which are charged to 110 pounds, to cause them to apply in service it is necessary that a gradual reduction of at least 7 or 8 pounds be made, as a reduction of this amount is necessary to cause the

control valve to move to service position; and a 24-pound reduction of brake-pipe pressure to cause the brakes to apply in full service; that is, the pressure chamber and application chamber, in the control valve, equalize at 86 pounds. Now, if a still further reduction of brake-pipe pressure is made during this application, the control valve will move to its next position, known as *over-reduction* position, in which pressure chamber air expands into the reduction limiting chamber, which is of such size that it will equalize with the pressure chamber at about 60 pounds from a pressure-chamber pressure of 86 pounds. If the brake-pipe reduction is continued below the point at which the pressure chamber and reduction limiting chambers equalize, the pressure in the pressure chamber can no longer continue to reduce with the still falling brake-pipe pressure, and this results in a differential being created between the pressure in the pressure chamber and brake-pipe pressure, which, when the brake-pipe pressure is reduced sufficiently below 60 pounds the control valve will move to emergency position, and an emergency application of the brakes will be had, and with equally as great a force as though a sudden reduction of brake-pipe pressure had been made when the pressure was at 110 pounds, this on the cars having the P-C equipment. Therefore, whenever the brake-pipe pressure is reduced to about one-half the pressure had at the time the application was commenced, the brake will automatically apply in quick-action. This means that if a 70-pound brake-pipe pressure is had at the time the application is commenced, and the pressure gradually reduced to 35 pounds, quick-action will be had; while, if a 90-pound pressure is had, reducing the pressure to 45 pounds will cause quick-action; again, if a 110-pound pressure is had, reducing the pressure to 55 pounds will cause quick-action.

It must not be understood from this that to secure an emergency application of the brakes with the P-C equipment it is necessary to *gradually* reduce the brake-pipe pressure down to one-half the amount had at the time the application was commenced; but if a gradual reduc-

tion of this amount is made the brake will automatically apply in quick-action. The P-C equipment has an advantage over all types of triple valves as an emergency application may be had at any time, even though a full-service application of the brake has been made. To secure quick-action at any time all that is necessary is to make a *sudden* reduction of brake-pipe pressure.

In answering the second part of your question, will say that where the auxiliary bleed cock is open or broken off on a car having either a New York or Westinghouse triple valve, the auxiliary not charging, means that the triple valve will remain in release position when a brake-pipe reduction is made, as it is the auxiliary pressure that moves the triple piston and its slide valve to application position. The triple remaining in release position will continue to bleed the brake pipe of its pressure; as to whether it will cause the brake to apply in quick-action or not is dependent on the type of brakes found on other cars in the train. If they are equipped with the P-C type of brake the brakes will apply in quick-action when the brake-pipe pressure is reduced one-half the amount had at the time the application was commenced; but if all cars are equipped with triple valves, only a full-service application of the brake will be obtained, as it will be understood that when a triple valve once moves to service position a full emergency of the brake can not be had.

#### AUTOMATIC BRAKE VALVE MOVES HARD

Q. I would like to ask what is the trouble with the Westinghouse brake valve when it is hard to move? It is almost impossible to operate the valve and oiling seems to have no effect on it.

We had a new one put on the engine and still had the same trouble. Some claim it is on account of air pump running hot. We are having this trouble on one of our yard engines. ENGINEER.

A. The only reasons known to the writer for a brake valve not to operate easily are as follows: A dry rotary valve seat, a dry rotary valve key gasket, or a dry handle latch. To overcome the trouble the different parts should be properly lubricated, using valve oil.

Desiring to lubricate these parts, if the pressure be pumped up, close the cut-out cock under the brake valve, also the main reservoir cut-out cock, and after the pressure has escaped remove the oil plug in the valve body and fill the oil hole with oil; the handle should then be moved a few times between release and emergency positions to permit the oil to work in between rotary valve and its seat. The oil hole should then be refilled and the plug replaced. To lubricate the rotary valve key gasket, remove the cap nut from the rotary valve key, and fill the oil hole with oil, then push down on the key and move the handle a few times between release and emergency positions; then refill the oil hole and replace the cap nut. To lubricate the handle latch, remove the handle, and holding it in an inverted position, drop a little oil on each side of the latch, working the latch back and forth a few times, then replace the handle; then apply a little oil to the notches on the quadrant, and you will no doubt find the valve will work easily. Where careful attention is given to the running of the air pump, lubricating the air cylinder with the proper kind of oil, and to the draining of the main reservoir, little or no trouble will be had in handling the brake valve. If in doubt as to the correctness of this, take a brake valve from some other engine that is known to operate properly, and apply same to your engine. If the above suggestions are carried out, it will be found that the valve will work equally as well on your engine as on some other engine.

Remember that too free use of oil in the air end of the pump; the use of poor oil; constant use of the emergency position, which tends to draw dirt and scale from the brake pipe on the rotary seat; a hot pump, the heat from which will cake the oil on the rotary seat; the handle nut being screwed down so tight as to cause key washer to bind on top casing of the brake valve; the gasket worn so thin that the rotary key rubs against the valve body, bring about this trouble.

#### ONE-APPLICATION METHOD WHEN HANDLING MIXED P-M AND L-N EQUIPMENT

Q. I would like to make a suggestion on the question asked by C. L. M. in the

February JOURNAL relative to handling the four-car passenger train. From his question I judge he is handling mixed air brake equipment, that is, P-M and L-N. From experience I have found that the two-application stop cannot be made successfully with mixed equipment unless there is sufficient time allowed between the release of the first application and the beginning of the second, to permit the P-M to charge equal to the L-N. The rough handling then is no doubt caused by unequal braking power on the second application due to unequal recharged auxiliaries.

I would suggest that stop be made with one application. This can be done by making light reduction and following it up with further reductions as point of stop is approached. About five seconds before stop is completed, brakes should be released, and while the brake-cylinder pressure may be high at this time, it will have reduced to a point that will cause no recoil when stop is made.

If necessary to run slow through a district approaching a stop, the train can be slowed, and brake released, allowing time for an equal recharge before making the second application. Q.

A. Your suggestion as to handling mixed equipment is all right as far as it goes, but it does not go far enough. The first thought in railroad work should be Safety, and this regardless of anything else; and to carry out this thought your method should not be used, as long experience has taught us all that the one-application stop is conducive to flat wheels, and flat wheels mean broken rails, which may mean derailment. Therefore, the one-application method, with direct release type of brakes, should not be used. It has come to the attention of the writer, on more than one occasion, that some engineers are using the one-application method, and are making very smooth and accurate stops. But when the flat wheel reports come in, it is these men who are checked up first, and the cause is generally found to be due to their method of braking. Making a one-application stop is like robbing Peter to pay Paul, avoiding shocks at the expense of flat wheels. The proper thing to do when

handling mixed equipment is to cut out the supplementary reservoir, and it is for this reason that a cut-out cock is placed in the pipe leading to this reservoir.

#### METHOD OF BRAKING TRAINS ON HEAVY GRADES

Q. I note in February issue of the JOURNAL two questions asked by Mountain Engineer. They are: "In handling a train on a heavy grade, how can it be known when the train is getting the best of you?" "Explain what is meant by the short-cycle method of braking and when should it be used?"

Having had considerable experience in mountain service and the short-cycle or one-reduction method of train handling, would like to present the following answers to his questions:

A train is getting the best of you whenever you are not able to control the speed with the amount of air gained on each recharge. The short-cycle method should be used in handling trains down heavy grades. It is necessary that retaining valves be used to handle trains by this method. Brake system should be fully charged and retainers turned up before starting down the grade. After train has obtained the speed permitted (say for example, 18 miles per hour for 2% and less for a heavier grade), make a 10-pound reduction, and as soon as the brake-valve exhaust ceases, release and recharge auxiliaries. The object is not to slow the train but to prevent increase of speed.

The 10-pound reduction gives us a 25-pound brake-cylinder pressure, which if held on will slow the train, but when we release, the brake-cylinder pressure gradually reduces to the retainer pressure, say 15 pounds, and during this time the auxiliary pressure is being raised. Now just as the train is about to increase in speed make another application by reducing the brake-pipe pressure to where it was when the release was made. By doing this we get what we have gained on the recharge on top of that held by the retainer, and this should again begin to slow our train. If it does not, the speed should be reduced, as it indicates that the speed is too high and

we are not able to control it with what is gained on the recharge. The brake-pipe pressure should be noted before each release in order to know how far to make the next reduction. After making the application the brake valve should be immediately returned to release position unless it be desired to slow the train a little. The brake valve should not be held on lap any longer than is absolutely necessary, as we want the time to recharge auxiliaries. The speed should be low enough to be handled with not more than a 15-pound reduction, and as the power to control increases as the square of the speed decreases, it will be seen that a very little reduction in speed gives us a big advantage. The following may be clear as to what is taking place during the handling. Let us consider the brake pipe and auxiliary reservoirs charged to 80 pounds, and retaining valves holding 15 pounds.

	Brake Pipe	Auxiliary	Brake Cylinder
At start	80 lbs.	80 lbs.	00 lbs.
First application	70 "	70 "	25 "
Release	M-R pressure	70 plus	15 "

This completes the first cycle, and slows or starts to slow our train. As speed then is about to increase, but before it does, the second cycle should be started by reducing pressure in brake pipe to where it was when we released, that is, to 70 pounds.

This completes another cycle. The brake-pipe pressure should be noted before releasing, as it at this time indicates the auxiliary reservoir pressure. Moving the brake valve to release position builds up the brake-pipe pressure to that in the main reservoir, and unless we give time for the brake pipe and auxiliaries to equalize, the auxiliary pressure is not known. We do know that if we reduce the brake-pipe pressure to what it was before releasing, we will get out of the auxiliaries the amount of recharge, and for this reason I have given the auxiliary pressure as 70 pounds plus, meaning the 70 we had left plus the amount of recharge. We will say that the amount of recharge was 4 pounds when we made the second application; this on top of the 15 pounds held by the retainers will give

us 25 pounds in the brake cylinder as before. During release the auxiliaries are building up and we know that when we make the second application, if we bring the brake-pipe pressure down to 70 pounds again, we will get what we gained on the recharge; and this on top of retained pressure in the brake cylinders will again control our train. If it does not, the speed is too high and should be reduced while we still have the power, and not wait until the system has been depleted before realizing that the train is beyond the control of the air brakes. In making the applications watch the gauge and draw the brake-pipe pressure down to the desired point regardless of pressure shown, as a certain amount of it will be overcharge that must be gotten rid of in order to apply the brakes; therefore, draw it down in service as quickly as possible, and don't let brake-pipe leakage do your braking, as considerable time will be lost, during which the speed will be increasing, which we do not want. With a little practice and thought of this system, one will be able to control a train at a uniform speed. You will always have control of your train and can stop anywhere, as you have power in reserve at all times.

Q.

A. Your suggestions are indeed very good, and should not only be read, but studied by every Brother handling trains in grade service. It is also quite gratifying to learn that there are members of our good old Organization who are giving thought to the problems that confront the engineer in safe handling of trains of today, and the only regret is that more interest is not taken by all of us. Brother, let us hear from you again.

#### BLOW AT CONTROL VALVE EXHAUST PORT

Q. I am running an engine in yard service, and we have the New York L-T equipment on most of our engines. The engine I am running now has a defect that I cannot figure out, and here is the way the brake acts: With both brake valves in running position, everything seems to be all right, and when I make an automatic application the brake applies and remains applied; but when I make an independent or straight-air ap-

plication there is a blow at the control valve exhaust port, and if the brake-valve handle is returned to lap position, the brake will leak off. Now what I cannot understand is, why the brake will remain applied following an automatic application, and no blow at the control valve exhaust port, but will release following a straight-air application when the handle is returned to lap position, and air blows at the exhaust port. Our airbrake man in the roundhouse has cleaned and examined the control valve and says it is O.K. Now where is the defect and what is the remedy?

YARD ENGINEER.

A. Air blowing at the control valve exhaust port may be coming past the application valve or emergency valve in the quick-action cap, this when both automatic and independent brakes are released.

But with no blow when both brakes are released, and the setting of the independent brake causes a blow, it means that air is leaking by the double-throw check valve. The duty of the check valve, which is located in the brake-cylinder pipe, is to form a dividing line between the control valve and independent brake valve, so that when an automatic application of the brake is made, the brake-cylinder air will not flow through the independent brake-valve exhaust, or, when an independent application is made, through the control valve exhaust port to the atmosphere. A remedy for the trouble is to have double-throw check valve changed or repaired.

#### RELEASING A STUCK BRAKE

Q. Will you please answer the following air-brake question:

We have the big engines and pull long trains, and here the other day I had trouble with the brake dragging on the 65th car, and some people seem to think that I was responsible for the brake dragging, and I was censured for not releasing it. Now will you tell me how this brake could have been released from the engine without stopping the train, and in what way was I responsible for the brake sticking? We had 97 cars in the train. I might add that this trouble occurred while ascending one of our heaviest grades.

J. L. P.

A. Where a brake is set it means that the triple piston and its slide valve has moved from release position, and to return it to release position it is necessary that either the brake-pipe pressure be increased above that in the auxiliary reservoir, or that the auxiliary reservoir pressure be reduced below that in the brake pipe; in other words, a difference in pressure must be created on the two sides of the triple piston to cause it to move in either direction, that is, to either application or release position. Now, in the first place, the brake-pipe pressure at this triple valve must have been reduced below that in the auxiliary reservoir, causing the triple valve to assume application position, setting the brake.

But here the question might be raised— if a brake-pipe reduction took place, why did not the brakes apply on other cars in the train?

This may be answered by saying that other triple valves near the point where the reduction took place were less sensitive and did not respond to the reduction, meaning, they did not move from release position. Again, a number of triple valves may have responded to this light reduction and moved to application position, admitting a small amount of air to their brake cylinders, and the air coming to the different brake cylinders passed through the leakage grooves to the atmosphere, thus keeping these brakes released. However, where the brake cylinder packing leather is reasonably tight and the leakage groove stopped up, any air coming to the brake cylinder will cause the brake to apply. As to the engineer being responsible for the brake applying, it is fair to assume that the brakes were not overcharged, as it would be impossible to overcharge the brakes on the 65th car without overcharging the brakes on other cars, and if the brakes on other cars were overcharged, they, too, would have applied, especially those toward the head end of the train. The cause for the brake applying was due, no doubt, to brake-pipe leakage, and the triple valve being sensitive, moved to application position. The proper way to have released this brake, while ascending a grade, would be to open the bleed cock

in the auxiliary reservoir. Where this cannot be done there is but one thing left to do, and that is, make a light service application to stop the train, and after stop is completed continue the reduction until a full application has been made. Then move the brake-valve handle to release position for about 15 seconds, then to running position for about 5 seconds, returning to release position for about 2 seconds, then back to running position. Where trouble is had with brakes sticking on cars near the head end of train, they may be released from the engine by momentarily moving the brake-valve handle to release position and back to running position. However, where this is done, care must be taken not to overcharge the brakes on other cars by remaining in release position for too great a length of time. Possibly one of the greatest causes for brakes sticking on long train is the inclination on the part of the engineer to save the air pump, by making the stop with as light an application as possible. And while this is the proper method of applying the brake to make the stop, yet, consideration must be given the release of the brake as well; therefore, after the stop is completed the brake-pipe pressure should be reduced until a full application is made, when the brake valve should be handled as above suggested.

#### FAILURE TO OBTAIN AN EMERGENCY APPLICATION

Q. Here is a question that I would like to have answered through the JOURNAL, as I believe it will interest every man running an engine. While side-tracked, waiting for a passenger train, I was doing some work in the cab and accidentally moved the brake-valve handle to emergency position. The man on the second engine—we had a double-header—told me that the brakes applied in service. Through the argument that followed we again charged the train to 70 pounds and moved the brake valve to emergency position, and again the brakes applied in service. We then recharged the train and I cut out my brake valve, and the man on the second engine cut in his brake valve, and when he moved his brake valve to emergency position all brakes applied

in emergency. Now what was wrong with my brake valve, and why could I not get emergency from my engine when it could be had from the second engine?

G. R. B.

A. Your question is not quite clear, as you do not state the type of brake on either engine. We will, therefore, assume that both engines are equipped with plain triple valves, or distributing valves, or control valves with plain caps. Now to secure an emergency application of the brake it is necessary to cause a heavy and sudden reduction of brake-pipe pressure at the first operating quick-action triple valve, and this triple valve venting brake-pipe air starts the next, and so on throughout the train. Where an engine is equipped with plain triple valves or distributing valve or control valve with plain caps—it being understood that these devices do not vent brake-pipe air in emergency—it is sometimes found impossible to obtain the desired sudden reduction of brake-pipe pressure at the first operating quick-action triple valve, especially through two engines, due to the frictional resistance offered to the flow of air through the brake pipe. It is for this reason that engines with triple valve type of brake have a quick-action triple valve on the tender, while engines with the E-T or L-T type of brake have a quick-action cap on the distributing valve and control valve, as these devices vent brake-pipe air in emergency and assist the brake valve in securing the required sudden reduction of brake-pipe pressure at the first operating quick-action triple valve. The reason that quick-action was obtained when the brake valve on the second engine was used is that the point of reduction was nearer to the first operating triple valve, therefore a sudden reduction was obtained.

#### REVERSING THE ENGINE WHEN BRAKES ARE APPLIED

Q. Will you please answer the following and settle a much-discussed question: Where engine brake is in good condition, would you reverse the engine in case of an emergency? G. G. B.

A. The old saying is, in case of an emergency make an application of everything in sight. However, speaking gen-

erally, it will be found best not to reverse the engine when the brakes are applied, especially if engine is equipped with either the E-T or the L-T type of brake. The reason for this is that when the engine is reversed, the driving wheels will invariably slide; and where they do, the retarding force is not as great. It has come to the attention of the writer, where, in case of emergency, the engine brake has been released and engine reversed, using sand, and the stop shortened. This, however, is a case of judgment that must be exercised by the engineer.

#### LOSS OF MAIN-RESERVOIR PRESSURE WHEN BRAKE IS APPLIED

Q. My engine is equipped with the L-T type of brake, and while the brake works all right, I notice that every time it is applied there is considerable loss of main-reservoir pressure, sometimes as much as 20 pounds. Now I have a good working pump, and have no trouble in keeping up the pressure on the train when the engine brake is released, and for this reason I have wondered where the air goes. Will you kindly help me out in this, as I find that without excess pressure there is a tendency for the brakes to stick?

J. J. B.

A. With this type of brake, the air used in the brake-cylinders on the locomotive comes from the main reservoir, therefore any leakage in the brake cylinders or their pipe connections will cause a loss of main-reservoir air every time the brake is applied. To prove the correctness of this, apply the brake in full, then close the cut-out cock in the main-reservoir supply pipe to the control valve, and note the red hand on the small gauge—this will show the rate of leakage.

#### LOCOMOTIVE BRAKE RELEASES

Q. My engine has the Westinghouse No. 6 E-T equipment and here lately I have had the following trouble: Set the independent or straight air and return the handle to lap and the brake will release; make a reduction with the automatic, and while the brake will apply and remain applied, the brake-cylinder pressure obtained will not be what it should be for the reduction made. Now



I have examined all pipes to the distributing valve for leakage, but can find none; therefore am at a loss to know why the brake acts in this manner. C. C. L.

A. As has often been cited in the JOURNAL, for this type of brake to release it is necessary for the air to leave the application chamber and cylinder of the distributing valve; therefore, if the brake on your engine will not remain applied, it means that there is leakage from these chambers. Now that the brake applies, and remains applied, with an automatic application, but releases following an independent application, tells us plainly that the trouble is due to leakage past the safety-valve. This may be better understood by saying that the safety-valve is connected to the application cylinder in all positions of the distributing valve, except service lap. When an automatic application of the brake is made, if air enters the application cylinder and chamber faster than it can escape past the defective safety valve, the brake will apply, and the equalizing piston and graduating valve moving back to lap position will cut off the safety-valve, thereby cutting off the leakage, resulting in the brake remaining applied. When an independent application is made, the equalizing slide-valve, being in release position, connects the safety-valve with the application cylinder, therefore any leakage past the valve will cause the brake to release when the independent brake-valve handle is returned to lap position. To test the safety-valve for leakage, place the automatic brake-valve in running position and the independent brake-valve in application position; any leakage will be indicated by air escaping at the vent ports in the valve.

#### EFFECT OF BROKEN FEED VALVE PIPE

Q. Will you please let me know through the columns of the JOURNAL for the benefit of our School of Instruction, if the automatic brake-valve can be operated where the main reservoir pipe breaks between the feed-valve and automatic brake-valve, with feed-valve pipe O.K.?

J. T.

A. Your question has possibly been misworded, as there is no main reservoir

pipe between the feed valve and automatic brake valve. The pipe between these two points, according to the Westinghouse schedule, shows the name of this pipe as the "feed-valve pipe." If this is the pipe referred to, will say that the locomotive and train brakes can be operated by use of the automatic brake-valve. To do this the broken pipe should be plugged toward the brake valve, all tension should be taken from the feed-valve spring, release pipe should be disconnected between the independent and automatic brake-valves, excess pressure head of pump-governor should be adjusted to the pressure desired to be carried in the brake-pipe, automatic brake-valve should be carried in release position when not in use; brake-valve to be handled in the usual manner when applying the brake in either a service or an emergency application; engine-brake will release when brake-valve handle is moved to release position. The object of disconnecting the release pipe between the independent and automatic brake-valves is to prevent locomotive brake creeping on account of brake-valve handle being carried in release position.

#### BY-PASS ARRANGEMENT

Q. Can by-pass arrangement that is used with the Westinghouse E-T equipment to prevent engine brake from creeping on be used with the New York L-T equipment?

J. T.

A. Yes, this arrangement can be used with either equipment, but may be used to a better advantage with the E-T than with the L-T equipment. The reason for this is, that with the L-T equipment the control reservoir is not cut off from the control cylinder when the control valve assumes emergency position; whereas with the E-T equipment the application chamber is cut off from the application cylinder when the distributing valve assumes emergency position. The only time where this would make any difference is where the brake is applied in emergency from some other point than the brake valve.

#### PUMP RUNS SLOW

Q. Is there any reason why an eleven-inch pump should run faster with throttle

half open than with it open wide at 200 pounds steam pressure? One of our members stated that he had a pump on a certain engine that would almost stop with full throttle, and would run at good speed when throttle was about half closed.

J. T.

A. Reasoning tells us that where a pump is in proper working condition the speed will be greater with a high than with a lower pressure. Then, admitting the truth of the statement, it means that the pump was not in proper working condition, and the trouble no doubt will be found in the fit of the packing rings of the differential piston.

Where leakage by the rings of either end of this piston is greater than the ports leading from the outer chambers, a back pressure will be set up, and the main valve will be slow moving, which, of course, means that the pump will be slow in moving.

### Questions and Answers

BY JAMES GREGORY

Q. In February JOURNAL James Gregory speaks about a bridge above the nozzle making an engine steam and saving coal, also permitting the use of a larger nozzle. I would like to know what kind of a front end he uses, also the size of engine and stack, and how he places the bridge so exhaust does not fill the stack.

J. M., Div. 750.

A. There are different ways of bridging a nozzle: One is to put the bridge within the tip, the other is to place it some distance above the tip, and some place the bridge lengthwise of the boiler, while others believe it better to set the bridge crosswise. Also, bridges are made of flat and sometimes wedge-shaped pieces of iron, and sometimes of rod iron; the advantage claimed for the latter is that it overcomes the fault of the flat or wedge-shaped piece turning part way, or not being properly set in the tip, causing it to destroy the exhaust force for draft production by deflecting it so as to cause it to spend its force against sides of stack, when it should pass up into stack as centrally as possible. Bridges are set across by many instead of lengthwise

with boiler, on the theory that by crossing it with the bridge or dividing wall down in the nozzle box it may partly correct any fault of direction of exhaust originating there. Putting the bridge above the nozzle is in preference to within the top of the engine. Frequent washing and the liberal use of blow-off cocks seem to be the only practical remedies from the effects of bad water, and the means usually employed to soften it so as to protect against the formation of scale and the mud burning of sheets tend to aggravate the foaming, often having little if any other effect.

Among the chief faults seen in bad water districts is that there is an attempt made usually to haul the same tonnage rating as on other roads, wholly ignoring the matter of water conditions in fixing the rating, while the fact is, it is of vital importance; and while there are other faults to be found, principally such as relate to the upkeep of the power, the matter of tonnage rating is the worst condition to contend with. It may be also said that the excessive fuel consumption is due in a large measure to the overloading of engines and the train of features attending that condition.

Q. We are using two kinds of oil here. One is thin and the other is very thick. Both are engine oils. I am told the thick oil is the winter oil and the thin oil is for summer use. Please tell what you think about it.

INQUIRER.

A. It is possible that they are both the same, but the thin oil has been made so by mixing a high gravity oil with it. Headlight oil is often used for that purpose. There is practically little difference between the common black engine oils used anywhere, insofar as their cold test is concerned, as they will both chill at a moderately low temperature, and will only flow then if mixed with a lighter gravity oil; otherwise there are really no summer and winter engine oils used on locomotives. Machine oils having what is known as a cold test are among the higher-priced goods used only on stationary engines, automobiles, etc., and are not to be found in use anywhere on locomotives in these days.

Q. We are getting some engines here

that seem to be top-heavy. They have their fireboxes above the frame. Are they as safe on a curve as the lower engine, and what is the reason for putting their fireboxes so high? W. D. H.

A. The object of putting the fireboxes of all modern engines above the frames is to get a larger firebox without making it too long, as would be necessary to get the proper grate surface if fireboxes were kept between the frames.

As to their safety, especially on curves, there need be no alarm felt on that score. The engine with the high boiler strikes the curve with less force than the type of engine with boiler set low in frame, as the boiler rolls somewhat, and the engine as a whole is less rigid than the older low-set types. They seem a bit top-heavy at first, but you will get accustomed to that.

Q. I have before me a copy of the *Railway Age Gazette*. It contains an article by Mr. F. E. Patton, superintendent of Southern Railway. Mr. Patton referring to the opinion of a Mr. Landon, on slipping of locomotives, said: "I have found that locomotives have a greater tendency to slip when the cranks are below the center line." What I want to know is, how that can be accounted for? When the pins are below the axle the counterbalance weights must be above the axle, and we have been told so much about hammer blow of counterweights that we had come to believe that the flat spots on tire were caused by them when they came down on the rail, while the fact is, the flat spots really are caused when the counterbalance is above the axle. A little light on the matter will be appreciated. W. D. S.

A. It is true that locomotives have a greater tendency to slip with the pins below the axle, with which fact should be coupled that of the greater tire wear taking place at the same time. It is easy to say they are closely related. In the first place the piston travel on both sides of engine is faster when right main pin is moving from forward center to lower quarter, and left pin is moving from upper quarter to forward center. With the faster piston travel naturally follows a greater power exerted, which in itself would induce slipping, and the greater

effective piston area at front of pistons, together with the peculiar effect on the driving boxes resulting from the influence of one side of the engine over the other (which has been explained in a former issue of the JOURNAL), there is a pounding of the left main box, which altogether tends to start an engine to slip when working close to the slipping point. This action on the left side, when the pound takes place, is, so far as tire is concerned, in the nature of a slide, and this of course takes place with the pins below the axle, and may have been the flat spot Mr. Patton referred to in his letter to the *Railway Gazette*.

Q. What is considered the highest degree of efficiency of the automatically fired engine? What by hand firing?

S. M. B.

A. The stoker-fired locomotive shows in actual service an operating mechanical efficiency of between 85 and 90 per cent. Where same power is hand fired a reduction of slightly over 10 per cent in train tonnage was necessary in some cases, and a very material reduction in practically all cases.

Q. What has been the result of experience with engines using stoker so far as flues are concerned? How when flues leak?

S. M. B.

A. Owing to the more even firebox temperature possible with the mechanical stoker, the flue troubles are reduced considerably. It is also reported that ordinary leaks in firebox that would cause an engine failure on a hand-fired engine, are overcome with the mechanical fireman.

Q. Can you tell me about what the increase of train tonnage is, or the hauling capacity of our engines, during the past dozen years?

A. D.

A. The latest figures the writer has seen on that question put the figures at a fraction over 50 per cent in the past ten years.

Q. It is easy to see how a driving box may become stuck by wedge being set too tight, or when the box expands when it gets hot, but how the box can become stuck when a wedge bolt breaks is not so clear. How could it take place?

RUNNER.

**A.** For a driving box to stick on account of a broken wedge bolt, the face of wedge or box would need to be cut or very badly in need of oil as the wedge must be raised up, or rather carried up between the jaw and box by the friction between the face of wedge and driving box. If wedge is in good condition, that is, smooth and well lubricated, that could not happen.

**Q.** Is there danger of side rod breaking from any of the following causes: sand running only on one side; giving sand to rail before engine has stopped slipping, or to stop it without shutting off throttle; engine out of quarter, or out of tram; wedges down, or not set about the same on all driving boxes; reversing engine before being stopped? **R. H. M.**

**A.** Any of the causes you mention, except perhaps the last, put undue strain on the side rods; but, as made nowadays, all these causes you mention are taken into consideration and a safe margin of durability is provided for in the construction of and quality of material used in making the side rod.

**Q.** It seems to be the general rule that where superheated steam is used a smaller nozzle may be run, without choking the engine, than when engine is not a superheater. Can any reason be given for this? **A. H. M., Div. 34.**

**A.** There are two reasons, apparently, which contribute to the advantage of the superheater in the manner suggested in your question. In the first place, the lighter nature of the steam—its lack of density—enables it to discharge from cylinder through nozzle with less friction than an equal volume of saturated steam; and in addition to this there is a considerable amount of condensation in the cylinder with saturated steam, not present in the case of superheated steam, and the re-evaporation of this condensed steam produces a lot of steam which has rendered no service, but in passing out through nozzle chokes the passage for the exhaust of steam that has rendered service, thus causing more back pressure than would be had if this re-evaporation did not take place, as when steam is superheated.

**Q.** At a recent convention of railroad men, the question of the effect of stoker on firemen came up. It was said that

instead of making poorer firemen it would improve their hand firing to operate the stokers now and then, as the lesson of light and more continuous firing would be impressed on their minds. What do you think about it? **S. S. M.**

**A.** The relief from labor provided by the adoption of the automatic stoker may be the means of inducing a deeper interest in things in general that go to make the first-class fireman, but it is a question if the lesson taught by the stoker will have any effect, such as you refer to. Good firing is largely a matter of close application and the possession of the faculty that enables one to understand that which they cannot really see. There is also a skill of hand that goes with that qualification, and the possession of the one without the other would be useless; therefore it is doubtful if the lesson of uniform firing and the caring of a light fire is productive of skill on the part of the shovel fireman. Knowing how a thing should be done does not mean ability to do it, and in the case of firing a locomotive there are many obstacles to overcome that call for real skill of hand and judgment that can only be acquired by practice.

**Q.** If one engine using superheated steam uses more water and coal than another, where would one look for the cause? The engine doesn't blow, to speak of. **A. H. G.**

**A.** The difference in amount of water used could be traced to the conditions that would make any locomotive use an excessive amount of water. Among these are valves or packing blowing, leaky pops or other leaks, a number of which, though slight, will together amount to something.

As for the comparison in coal consumption, there are several things to be considered in addition to those already named which relate to water consumption. Chief of these is the steaming of the engine—a poor steamer being always wasteful of fuel.

Another fault concerning both water and fuel consumption is the practice of "loading up" with water in boiler whenever possible. This causes water to be carried over into the superheater units

and cylinders, destroying lubrication, which causes valves and packing in cylinders to blow. This habit is usually indulged in with poor steamers, and may be charged to poor steaming of engine, as a rule.

**Q.** I have been much interested in the discussions in the JOURNAL from time to time on the manipulation of throttle on superheated engines. How can you account for an engine using less water with reduced throttle opening by one engineer as compared to full throttle by man running opposite him on same runs, both runs being heavy express runs?

**INQUIRER.**

**A.** There are several factors in a problem of this kind that must make any judgment passed more or less indefinite and unreliable.

Two men running the same engines on heavy express runs may have different methods of running an engine, or handling a train, the effect of which on water consumption will be more than any throttle manipulation could amount to. One man may disregard speed ordinances, railroad crossings, slow boards and all other regulations affecting the train speed, and thus be taking advantage of the other fellow who strictly observes such rules and regulations. It makes some difference in the amount of water used in a run of, say, seventy miles, whether a train is slowed down to six miles an hour at some point, or is permitted to "slide by" at a 30-mile gait, or to stop dead at a railroad crossing, or run it at full speed. Sometimes such things as these have more to do with water consumption than throttle or lever manipulation. It must, however, be admitted that in the matter of short cut-off there may be a wasteful extreme in either the long stroke or the wide throttle, but it is hardly possible that the cut-off is wastefully short on an engine used on a heavy express run when the time is being made. With full throttle and short cut-off must always go a uniformly high maximum boiler pressure also, to which, when good pumping and perfect cylinder and valve lubrication is added, complete a combination that is bound to bring good results.

It may also be said that an engine's

valve motion may be such that she will not make the time as easily with short cut-off, account of internal resistance due to excessive lead and compression, so that little longer stroke with lighter throttle would enable her to make the time with less water consumption, but that would be an exceptional case, which would perhaps really favor the practice of the light throttle and might not work successfully as a general rule of practice. It should also be considered that all cylinder and valve blows or leaks of any kind between throttle valve and point of exhaust from cylinder are greater with the full throttle, and this fact, no doubt, often bears false witness to the charge of fuel waste of the full throttle practice of running locomotives.

**Q.** When should the rake be used in firebox?  
**M. D.**

**A.** In answer to this question, will quote the advice given on this point by a committee of the Traveling Engineers' Association in their report on "Uniform instructions to enginemen on handling superheat locomotive." Under the head of "Don'ts" is the following on page 53 in report of 1913 proceedings:

"There are only two reasons why a fire should be raked. One because too much coal is used and the other because it is not put in the right place."

**Q.** It is not clear to me how using a cracked throttle prevents carbonizing of oil in cylinders after shutting off.  
**M. D.**

**A.** When steam is present in steam chest, with sufficient pressure, it prevents air entering from any source, and without air combustion cannot take place in the cylinder. Although the oil vapors in cylinder are at the igniting point, and are highly inflammable, they will not fire without the presence of oxygen, which is excluded by the presence of the steam from a drifting valve or cracked throttle.

**Q.** I have just read some advice on boiler feeding which says, "Always aim to carry the water in boiler at a uniform level." On the road where I am we are lucky to have any, at any level, when making a time order or when shutting off at any point after working engine hard for a few miles. How about that advice on pumping?  
**R. S. M.**

**A.** The advice is sound enough but might be modified by adding "whenever possible." We have been in just your fix often on the water question and can readily see where a fellow would land if he tried to keep an even water level at all times. Still, an even level is a good mark to aim at, even if you can't often hit the bull's eye.

**Q.** Should an engineer be expected on making report of defects in air brakes to tell just where the trouble is? I think it should be enough that he tell the way the brakes work or the way the pump or other part of the brake system acts. We are often criticised for not being able to locate the exact cause of trouble when the air-brake man himself cannot do that until after taking things apart. W. W. S.

**A.** In answer to that question I will quote Mr. Walter V. Turner on that question in a statement made to the Traveling Engineers' Association in 1914, and which is reported in the proceedings of the Traveling Engineers' Convention of that year: "The best the engineer can do then, is to say it is one of a dozen different things, and it is the inspector's duty to find out which one it is. The engineer cannot, with the means at hand, detect and properly describe where some of the defects are, therefore he should be content with merely stating that the apparatus is defective and give the particulars as near as he can."

**Q.** About what speed would it be all right to shut off throttle to prevent piston-rod packing burning when drifting, also to prevent carbonization of oil in cylinders of a superheater engine?

M. S.

**A.** Under ten miles an hour there is no danger of carbonization taking place in cylinders, nor of piston-rod packing burning out; yet if the material in rod packing will not stand a fire test somewhat higher than the cylinder temperature, there is always danger of it becoming burned out, and where the main throttle is used for drifting, carbonization is likely to take place for the reason that there is no way of knowing if throttle is partly open, or not, when drifting, unless it is open enough to be felt or heard in the working of the engine, so it may sometimes happen

that it will not be open at all when it is intended it should be, at which time the rod packing of piston may burn out.

**Q.** Is there any drifting valve in use that is automatic in its action? R. R.

**A.** There are drifting valves which are automatic, in that they admit steam to cylinders when throttle of engine is shut off, but they will not automatically close when engine stops.

**Q.** We use the superheater here with the arch in firebox. Some say we would get more superheat without arch. Is there anything in that claim? W. E. M.

**A.** There is not such direct contact of flames from fire against superheat units when the arch is between the fire and these tubes, for which reason it is reasonable to expect a higher degree of superheat without the arch. However, the arch serves as a sort of balance for the temperature of firebox, and perhaps induces a more even firebox temperature, also a more even degree of superheat than would be had without the arch, for which reason it is usually considered that they both represent a desirable combination, both for economy and efficiency of locomotive operation.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

SAVANNAH, GA., March 2, 1917.

### EDITOR TRAIN RULES DEPARTMENT:

No. 10 a first class train is due to leave its initial station A at 10:15 p. m. daily on the old time table. A new time table takes effect at 12:01 a. m. Sunday 23rd showing No. 10 corresponding as required but due to leave its initial station at 12:45 p. m. No. 10 of the old time table left A at 10:15 p. m. on the 22nd and arrived at L at 11:59 p. m. Can No. 10 leave A on the 23rd and can No. 10 of the 22nd take up the schedule at L? C. H. L.

**A.** When the new time table takes effect train No. 10 which is at L is a train which left its initial station on the 22nd

and it is, therefore, a train of the 22nd and can only assume a schedule of the 22nd. In this case the new time table makes the schedule nine hours and thirty minutes earlier than the old time table, so that at 12:01 a. m. the 23rd No. 10, if on time by the old time table, would be nine hours and thirty minutes late by the new schedule, which schedule it would be required to assume, as that is the schedule which corresponds as to day of leaving. That is No. 10 would assume the schedule on the new time table which would have left A on Saturday the 22nd at 12:45 p. m. had the new time table been in effect at that time. The fact that the new time table was not in effect at that time has no bearing in the case as under the provisions of rule No. 10 may assume the schedule at that time from the point where No. 10 is when the new time table takes effect. No. 10 of the 23rd may leave its initial station on the new time table.

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DENISON, TEXAS, March 6, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**

It is found that a difference of opinion exists as to whether or not a section of a regular train may leave its initial station after the hour the new time table takes effect. It must be understood that a section of a regular schedule will be governed the same as a regular train displaying no signals. If the first section of a schedule has departed previous to the hour the new time table takes effect and the second section is unable to leave its initial station until after the hour the new time table takes effect, it must not leave as second section. Kindly give me your understanding of this. Is it the correct interpretation? S. A. L.

A. If the above ruling is intended to cover all cases it is an error, but if intended to cover a case where the schedule of the old and the new time table does not correspond as required by rule, then it is correct.

Under Standard Rules when schedules correspond as required, a train authorized by the old time table may retain its train orders and assume the schedule of corresponding number of the new time table. Nothing in this understanding is

intended to withdraw or otherwise modify Rule 95 which provides that two or more sections may be run on the same schedule.

That part of Rule 4 which requires a train which assumes a new schedule to retain its train orders makes it necessary for a section which is displaying signals to retain the orders authorizing such signals, thereby assuring that the signals shall be displayed as originally arranged. It will be further noticed that the rule makes use of the word "train" and a section is clearly a train under the rules, therefore any section which has been authorized by the old time table may retain its train orders and assume the schedule of the new time table.

To rule that a section using a schedule which corresponds as required cannot leave its initial station after the new time table takes effect in case the leading section left its initial station before the time table took effect, is placing an arbitrary meaning to the rule which is not justified by the Standard Code. However, any road is at liberty to construe the rules to suit its use, but in the long run the best results can only be attained by following the text of the rule or rules concerned in any case.

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DENVER, COLO., March 5, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**

Order No. 80, "Engine 1400 run Extra A to B and meet No. 346 at B." Order No. 81, "Engine 1400 run extra A to B." Extra 1400 runs to B as directed in order No. 80. First No. 346 is at B displaying signals for a second section. Engine 1400 shoves first No. 346 to A and receives order No. 81. Can extra 1400 go to B for second No. 346? Can second No. 346 leave B until extra 1400 arrives? No trip or sections are mentioned in the order.

M. M. E.

A. Extra 1400 cannot go to B against second No. 346 on order No. 81 and extra 1400 cannot use any portion of order No. 80 on the second trip even though the order was not fulfilled for the reason that when any train reaches its terminal all orders which it holds become void. Rule 204 requires that train orders must be addressed to those who are to execute

them. Order No. 80 was addressed to extra 1400 A to B upon its first trip and extra 1400 moving under order No. 81 is not the same extra as the one created by order No. 80. Extra trains are peculiar in that the engine number is used to designate the number of the extra train because it is more convenient to use that number than to arrange some other system of identification. This method of operating extra trains requires that each time a certain engine moves it will be the same extra, in case it is run as an extra. To overcome this we have to make a distinction between the trips which the engine makes. That is if engine 1400 is to make three trips between A and B, when it becomes necessary to give the extra orders against a superior train the number of the trip should be mentioned in case it is not the first trip. Of course, if it is the first trip the number of the trip need not be shown. For example, "Extra 1400, second trip, has right over second No. 346 A to B." This precaution is necessary for the reason that the train register will show the arrival of extra 1400 at B and second No. 346 could proceed against the extra on the second trip if the fact that it was making a second trip was not mentioned in the order.

In the case under consideration, when second No. 346 arrives at B it has no authority in the rules to move against extra 346, even though it finds that extra registered in, because it holds a meet order with that extra and the rules require that it must meet the extra; but this fact would not make the movement of extra 1400 on the second trip safe under order No. 81, as it would be the duty of the dispatcher to annul order No. 80 to second No. 346, as the train for which the order was issued had ceased to exist.

JERSEY CITY, N. J., March 3, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please give your opinion on the following order as to who will hold the main track at H, I and J. Even numbered trains are superior by direction. "1st No. 15 will hold main track and meet 1st No. 16 at H, meet 2nd and 3rd No. 16 at I and meet No. 358 at J." M. H. T.

**A.** The instruction contained in the order directing 1st 15 to hold main track applies to every station named in the order. If it was the intention of the dispatcher that 1st No. 15 should only be required to take siding for 1st No. 16 the order should have so stated. A provision to hold the main track or to take the side track should never be placed in the middle of a Form A order, as was done in this case. Standard Rules require that the prescribed forms must be used when applicable. If it is desired to add anything to the prescribed forms, it can be done, but information such as was given in this order should never be introduced into the middle of one of the forms. The order should have read "1st No. 15 meet 1st No. 16 at H, meet 2nd and 3rd No. 16 at I and meet No. 358 at J. 1st No. 15 will hold main track."

INDIANAPOLIS, IND., March 10, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
The following order was issued to engine 999: Order No. 48, "Work extra 999 has right over all trains 10:50 a. m. until 12:10 p. m. between G and H." In addition to the above order should not engine 999 have an order to work extra between the designated points? Standard Code. MEMBER 768.

**A.** The order quoted is known as the (6) example of Form H and does not give engine 999 any authority as a work extra. The example is intended to be used in connection with example (1) which reads: "Engine 999 works extra 10:50 a. m. to 12:10 p. m. between G and H." Example (6) gives the work extra the exclusive right between the points named between the time stated and example (1) gives the engine authority to use the main track or tracks between the points named between the times stated as a work extra.

When example (6) is used for work extra no train can enter the limits named until the time expires, even though the work extra is clear at G or H.

### An Explanation

BY JASON KELLEY

It has happened several times within the memory of the writer that in cases



of head-on collisions, the men on both engines have stated positively that they were stopped when the collision took place. These instances have sometimes been a source of jest, and naturally of some reflection on the truthfulness of either one of the parties making the statement.

Now there is really nothing strange about it, nor is there any room for doubting the veracity of men affected by the conditions usually existing when such a collision takes place. Put yourself in the places of the men on engines coming together, and judge accordingly. Both men are doing their best to stop. The very force of suggestion, which is conceded to have a strong influence on the human mind at all times, leads each man to think that he is succeeding in his efforts in doing just what he is trying, and praying to do, that is, to stop, and in his more or less excited frame of mind he is not capable of exercising very accurate judgment in the matter, nor is his attention likely to be given to any stationary mark to indicate if his engine is yet moving when the collision takes place. His attention is always riveted on the approaching engine, which, even though it be standing still, may seem to him to be approaching and that his train has stopped.

It is often wondered at that engineers will stay on engines in cases of collision instead of getting out of the way of danger before the crash; and here we find again the very same reason that makes the fellow in a collision believe he is stopped when he is not, for after reducing speed somewhat, and doing it so quickly, and with no mark to indicate the speed of engine account of sight being so forcibly attracted to the object ahead, it is the most natural thing for one to really believe he is standing still when the other fellow struck him when in fact the contrary may be true.

#### HIGHWAY CROSSING ACCIDENTS—HOW THEY LOOK TO AN ENGINEER

The greater number of accidents to people on the public highway, who stupidly or otherwise get in the way of railroad trains is often a matter of surprise, and there is perhaps no one in a better position than the engineer to see the

manner in which people do seemingly blunder into the path of a train, in spite of the warning signs and the lessons from the experiences of others.

There are a variety of reasons for that, among which is chiefly heedlessness, then poor judgment in attempting a crossing ahead of a train, and lastly, absolute recklessness. The greater number may come under the former head. It is remarkable, at least so it seems to the engineer who knows the danger, that people will drive onto a railroad crossing with as much unconcern as though it were an ordinary crossing of country roads, and then, when a train comes in sight, become frantically alarmed, as though a train was the last thing they expected to see upon the railroad. It is a peculiar fact that every horse, particularly the farmer's horse, will walk as slowly as possible over the railroad tracks. It is part of his training, no doubt, to do that, but the results would seem to prove that his training is decidedly out of date considering the modern train speed. Yes, he may approach the crossing at his best rate of speed, but will invariably slow down to a slow walk when coming on the track, regardless of whether a train is approaching or not. Many engineers have witnessed a number of instances where that has caused an accident, and the writer can recall two occasions where the person struck admitted it was due to the want of a whip to hurry the horse off the crossing, out of the way of an oncoming train. There is some excuse for the driver of a nervous or fractious animal trying to get over a crossing ahead of a train, as such animals often act badly and are liable to wreck the rig or run away if held to face the train while it is passing, yet it may be said here that accidents under such circumstances are decidedly rare, as the driver is alert to the danger and the horse usually keyed up to quick action. But there is no such excuse for a person with a motor-driven vehicle, such as an automobile, getting in the way of a train. It would seem that it is most often simply a matter of taking a chance. None of the excuses that apply in the other cases, excepting perhaps heedlessness, can be offered here. There are

situations where it may be excusable, as in the city, on the grounds of inadequate protection, as where the view is obstructed by adjacent buildings and factory noises prevent one's hearing the approach of a train, but in the open country, where there is nothing worse than a woods to obstruct the view, it looks to the engineer like very bad judgment, if not absolute recklessness, to take the chances the engineer sees taken so often.

It is not to be expected that the average pedestrian or driver of a team or automobile knows that a train going 60 miles an hour travels 88 feet in one second. They do know that they themselves can very quickly stop and perhaps avoid an accident in very many instances while the train cannot do so, and as the avoidance of the accident is the thing to aim for, and is desired by everybody concerned, the responsibility of the traveler for his safety at the railroad crossings on the public highway is apparent.

But the traveler on the public highway is not always at fault, for it may be often found that locomotive bells which should ring automatically do not ring half the time, and whistle rigging is often in such condition, due to want of proper upkeep, that the whistle valve is not opened wide enough to sound a reasonable alarm; and besides, it often happens that the whistle lever is so inconveniently located that it may discourage the use of the whistle, on the part of the engineer.

The importance of keeping the safety warnings in condition to render the best possible service is too often overlooked by the railroad company, and there is no doubt that much of the expense of litigation resulting from crossing accidents could be prevented, as well as some of the blame for such accidents that is often charged to the engineer.

#### ATMOSPHERIC RESISTANCE

Several years ago there was an effort made on one of the trunk line roads to reduce atmospheric resistance to train movement. The means employed was a kind of plow-shaped affair attached to front end of boiler, and it was thought

some definite results would be shown; but to the surprise of nearly every one there was no appreciable change noted. The test attracted attention to the retarding effect of atmosphere under a variety of conditions, thus throwing some light on a subject on which there is yet a rather indefinite knowledge; it also proved that the so-called "wind plow" was not effective in reducing wind resistance, for several reasons. In the first place the wind is more often not a head wind, and the retarding effect of side winds, anyway, is always the strongest. Yet, even with a wind dead ahead, the plow produced no results.

One thing was proven, however, that at the front of a locomotive, or more definitely speaking, at the front of a locomotive boiler moving at high speed, the air is banked up against it in a rather dense mass, which effectually serves the purpose of a plow in reducing wind resistance at the head of the train.

The banking of air in front of a moving object is practically illustrated in several familiar ways. The baseball delivered from the hand of the pitcher in a manner to impart a rotating motion to it, banks up the atmosphere in its passage to the batter, and when this atmosphere becomes sufficiently dense, the rotating action of the ball, by the friction of its surface against the banked air, is caused to curve or be deflected in its course. It is the action of the aeroplane banking the air ahead of it, that gives it such great buoyancy, and one of the greatest sources of danger in air navigation attends the sudden turning in the course of a flight so that the machine is carried off its banked-up atmosphere.

That this banking of the atmosphere is present in a remarkable degree is evidenced by some odd things which have happened within our own limited experience as engineers.

We have seen a boy of sixteen years, not any too warmly clad, jump off the front end of a passenger engine, one of the type with a deck ahead of the boiler, after a sixty-mile ride in a freezing temperature, who showed no effects of cold, and in answer to the question if he wasn't most frozen, simply said, "Naw." We

have seen or heard of remarkable instances of escape from injury by people who were struck by a locomotive going at high speed, particularly in cases where they were riding in a buggy or some other closed vehicle. There seems to be no way of accounting for these cases, unless we take into consideration the influence of the banked-up atmosphere at the head of the fast moving boiler serving as a sort of a cushion to reduce the suddenness and force of impact when it strikes another body.

There is not the circulation of air at the head end of an engine that the casual observer imagines. This was proven in the case of the boy mentioned, who could not stand the temperature on top of the train or in any other exposed position, and it is shown in some other instances of miraculous escapes from fatal injury to people who have been struck by fast moving trains within the limit of our own personal observation.

#### IMPROVED CURVE

A novel method of improving the curve of a railroad track is to increase the surface area of the outside rail and reduce that of the inside rail; the result sought is decreased flange wear, also reduced wear of rail at outside of curve. If that plan is successful in any considerable degree it will also lessen the retarding effect of curves on train movement, as well as add somewhat to the safety of the movement of trains and engines, chiefly from the fact that the outside rails of curves are often permitted to wear to a condition that must necessarily lower the margin of safety below what could be considered a normal limit, before being replaced.

When the truck of a car is rounding a curve, the outer wheels must roll over a longer rail surface than the wheels on inside of curve; on this account either the inside wheels must turn more revolutions than that necessary to cover the distance over which it travels, thus combining a slipping with its rolling motion, or else the outside wheels must make less revolutions than the rail surface covered calls for, by combining a sliding with a rotary motion. It depends upon which

wheels are the controlling wheels, as to which of these two actions will take place, and that in turn depends upon which has the greatest rolling friction. There is also a strong influence in the speed of train, a feature which we put aside at present, and merely discuss the question in connection with the movement of heavy freight traffic at ordinary speed of such.

The outside elevation of the curve tilts an excess of the load of the car onto the side bearing of truck and onto the wheels on inside of curve, and with rail surface of same bearing area the additional weight added to these wheels, with its attending force of contact with rail, makes the inside wheels the controlling wheels of the truck, and they will roll normally over the smaller radius of inside of curve, compelling the outside wheels to accommodate themselves to the conditions by partly rolling and partly sliding or skidding over the longer radius.

So far there is no bad effect shown, but when we consider that during this action the effect of control of inside wheels is to force the flanges of outside wheels against the outside rails, and hold them there during the process of rounding the curve, one can readily see that excessive wheel flange and rail wear must result. With the high speed of modern trains, calling for a high elevation on outside of curves, coupled with the higher center of gravity of carloads attending the building of higher and greater capacity cars, we have a combination of conditions which have developed abnormal rail wear and train resistance in the manner we have attempted to show here.

The new design of curve is calculated to overcome this effect by increasing the area of surface of the outside rail, with the purpose in view of adding to the rolling friction of the outside wheels, so as to make them the controlling wheels, so that the conditions from what may be considered normal are reversed, and the inside wheels are made to turn more revolutions than the rail surface covered calls for, normally, causing them to assume a sort of swiveling action; since the outside wheels control, and their flanges are no longer crowded against

the outside rail, the flange wear as well as that of outside rail is reduced, and the retarding effect on the truck in traversing the curve is said to be much less than with the ordinary curve having rails of same area.

At high speed it is not expected that the new curve will materially reduce flange friction, but the tendency to do so is ever present, and it no doubt attains its maximum influence at the slowest speed of train. It will be interesting to note the measure of benefit derived from the new curve in a general way. It has already served the purpose of showing the railroad world that there is yet something to be learned, and that alone is worth while.

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### Slack Action and How to Prevent the Greater Part of It

I have read with much interest the above-mentioned article, which appeared on page 66, January JOURNAL, and while I fully agree with many of the statements made therein, and think that the writer has brought to our attention some highly interesting and convincing data, which ought to be read and studied by every one connected with the interchange of traffic, yet there appear to me to be some things mentioned which are not just right, and do a more or less injustice to a class of men who fill a very prominent and important part in the operation of our great American railways; and for fear that they may not be properly understood by those not fully acquainted with the real state of affairs—as I see it—I beg permission to point out a few things that may bring “the conditions that are too foul to stand the light of day” into a position where they will receive the much-needed light. To avoid being misunderstood myself, I wish to state that I am not writing this in a spirit of antagonism or faultfinding—quite on the contrary, it is to do justice where I think it rightfully belongs; also with a view and hope that further discussion of this all-important subject will result in keener interest being taken in air-brake matters by those in authority, who have the power to rectify the bad conditions

that now exist, always have existed, and I believe always will exist, so long as human nature is as morally weak as we know it to be.

For instance: Rule No. 1 of the M. C. B. Code of Tests “Governing the condition of and repairs to freight cars for the interchange of traffic,” says this: “Each railway company must give to foreign cars, while on its line, the same care as to inspection, oiling, packing, adjusting and running repairs that it gives to its own.” Now can we honestly, truthfully say that this is done? Has it lived up to the letter and spirit? Is it not a fact that if this rule were enforced and carried out, we would have a great deal less of the bad conditions that we all know do exist? Every one connected in any way whatsoever in the interchange of traffic knows that although this rule has been made to improve the conditions and repairs to freight cars, when away from home, yet it is clearly understood and a well known fact that this rule is not carried out, and what is still worse I venture to say, it never will be. Of course I expect this will be flatly denied by all concerned as being preposterous, and not to be considered; yet notwithstanding all denials of the actual situation I again repeat that it is sad, but too true, and it is this lack of intention to follow that Golden Rule that is responsible for some of the “rotten” conditions that now exist, and spoken of in the article under consideration.

In the first paragraph of the article, “A Locomotive Engineer” has his hammer out pretty strong for those seemingly responsible for allowing the supplementary reservoirs to be “cut in” with the L-N equipment, when operated in trains of cars not so equipped. He recommends they be given a “continuous leave of absence,” and I am very glad that he has not the power to execute that recommendation, for if he did I know of several very good air-brake men that would be out of a job, but I believe that this is just a figure of speech, and the writer of that statement will be more lenient when he understands the facts of the case.

I am strongly of the opinion, too, that when the L-N equipment is operated in

trains of cars in which the old standard P-M predominates, then, to avoid possible trouble through a lack of knowledge of the L-N equipment on the part of those handling it, the supplementary reservoirs had best be cut out, but, on the other hand, if in a train of cars the L-N equipment predominates, with just, say, one or two cars with the P-M equipment, then I am of the opinion that the supplementary reservoirs should be cut in, so as to obtain all the benefits and features of that type of equipment. One never knows just how soon and how necessary it will be to obtain an emergency action of the brakes, so it makes one feel more comfortable to know that we can get more powerful action of the brakes when the "high pressure emergency feature" of the L triple valve comes into action; which feature by the way with several others are lost when the L-N equipment is operated with the supplementary reservoirs cut out. So you see, my dear Brother, that when those responsible parties instructed the supplementary reservoirs be cut in under the conditions named, they did not do it thoughtlessly. They probably had in mind that inasmuch as this L-N equipment had those valuable features, they would make the best use of them, and rightly so.

I have personally known of passenger trains of 16 and 17 cars leaving Chicago every day in the year for the Pacific Coast, having mixed equipment, such as old standard P-M, high speed brake equipment, L-N equipment, with supplementary reservoirs cut in, and some cut out, also a few of the New York Air Brake Company's triple valves. Some cars had slack adjusters and others did not, yet notwithstanding this condition of affairs, the majority of those trains were handled successfully, and furthermore in many instances the engineers in charge knew practically nothing about the L-N equipment, and were not informed as to whether the supplementaries were cut in or not, and it was the writer's experience that there were vastly more shocks in trying to start these long trains than there were in stopping them. The only instruction given to the engineers handling these trains was to handle them like a

solid train of P-M cars should be handled, and when that was carried out, there was no trouble that could be traced to the air-brake equipment proper; therefore, in view of these facts, I cannot agree with the author of this article, that he should want to use such drastic action against those who are doing what they think is best for the service. Leaving the supplementary reservoirs cut in when operating with mixed equipment is not the worst of our troubles.

Now in regard to the information imparted concerning the great differences in braking power brought about by improper piston travel, I feel that this is very valuable. It cannot be disputed and it ought to be brought to the attention of those personally responsible for the existing conditions, and in a way that would cause them to take some action toward remedying the trouble, and that is the point I would like to emphasize. The great question is, how to get action on the part of those whose duty it is to prevent such disastrous conditions?

This information is not new and neither is this the first time it has been brought to the attention of all concerned. It has been talked about, lectured and written about for many years. I have seen these facts demonstrated, discussed and argued about in air-brake instruction cars for fifteen years by a great many different air-brake instructors, and in such a way that it was not a case of "blind leading the blind" either. The instructors know the importance of the subject, and have made conscientious efforts to improve the conditions; but what can the average instructor accomplish on a railroad where the "powers that be" are "Rip Van Winkles" and have not yet awakened to the great fact that the air brake has long passed the stage when it was considered a luxury, that it is one of the greatest money-earning assets that the railroad companies have. But for the air brake to be a money-earning asset it must be maintained in proper working order. If it is not put in good working order, and kept that way, instead of being an asset it becomes a liability. These "powers that be" have not yet learned that the apparatus comprising

the modern, or old equipment, for that matter, can be properly or improperly installed, and should be the kind most suitable for service required. A good air-brake instructor, or traveling engineer, can assist very materially in bringing that fact to the attention of the persons responsible for improper conditions, but what do his recommendations or suggestions amount to if they are ignored simply because they cut into the appropriations? Now under these conditions what can the air instructor or traveling engineer do?

The question, "How often in the past have officials suspended and given demerit marks to engineers for 'rough handling' of trains" is an interesting one, and I venture to say that many a poor fellow has suffered an injustice just that way, when the official who acted as judge and jury in the case hardly knew the difference between a triple valve and a smoke stack, as far as the air-brake question was concerned; but I have known of just such cases, and usually found that the engineer in question was one who was almost as bad off in air-brake knowledge of the "first principles of the air brake" as the officials were who condemned him, and I am sorry to say that there are many such engineers. They are the kind that would never attend the instruction car, didn't believe in "book learning," and usually held in contempt anyone else who had opposite views. They never desired to know anything about ports, passages or equalization of volumes and pressures; they were also the kind that kept the "grievance committee" busy trying to keep their jobs for them, by appealing to the sympathies of the officials.

Now don't let us hedge away from this important subject, or try to get under cover by thinking that he is most successful who can shift his responsibilities. Let us manly shoulder our own share of the burden. Let those who come under the class known as the "fellows who are always in trouble" get busy, and read and study those things that pertain to their business. Study the splendid articles on air brakes, and other technical matters that appear in our own JOURNAL

each month, and they will soon be able to give better service, and get out of that classification; and if perchance some official should try to blame them for some trouble that is not their fault, they will be better able to defend themselves, and fight their case to a successful issue. Let me suggest that they read and re-read the article under discussion "Slack Action and How to Prevent it," or rather how best to control it, because slack in a train can hardly be prevented by the engineer, and his first and last consideration should be how to control that slack; also, instead of indulging in destructive criticism on air-brake matters let us have more constructive criticism. Get busy. Use your influence toward bringing about some of the needed improvements. Wages and hours of service are not the only things worth fighting for, but first let us remove the mote [from our own eyes before we try to pluck the beam from our brother's eye.]

AN ENGINEER.

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### Waste of Steam

It has been ascertained by actual test that for every minute a safety valve blows there is caused a waste of twelve pounds of coal. This figure is of course not to be taken as fitting every case, but it serves to show that there is much loss of fuel from that cause.

In many cases it might seem inexcusable on the part of the engine crew to permit this waste, and no doubt the opinion prevails in the minds of some of the operating officials that it can be controlled, but the conditions under which engine crews are working now should be first considered before passing judgment. With the small fireboxes and air-tight dampers of some years ago it was an easy matter to prevent excessive blowing off, for even if there was a fairly good fire in the firebox at time of shutting off, the tight damper would stop circulation through firebox so the working of the pump or injector would keep engine "cool," but with the immense grate surface of the modern engine, and it having no dampers to check the draft through fire at any time, the field for economizing

in that direction has become decidedly narrow. It is made even more so by the fact that the larger firebox sheets of the present-day engines are more seriously affected by extremes of temperature, such as would follow a too vigorous effort to prevent popping; also the service of today, for road engines at least, calls for a degree of ever readiness that is decidedly inconsistent with any attempt to restrict popping of engines to the extent that was possible some years ago, or to that which many think is possible even today.

It is no doubt true that tolerating indifference regarding waste in one instance will lead to lack of interest in others, but attention is more often attracted in the case of pop because it loudly announces itself, yet there are often sources of waste that are more continuous and represent perhaps a greater loss. One of these is the leaky pop valve. It is less noticeable than the other fault, but more wasteful, as it is continuous and beyond control of any engine crew, even the most painstaking, and it stands today as an unfailing sign of indifference to waste on the part of the company, which induces a like spirit in the rank and file, that will be evident, to some extent, in every department of their work.

T. P. W.

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#### Failures of Automatic Signals

On page 1103 of December, 1916, JOURNAL is published a report of the acquittal of Bro. C. H. Mansfield, on the charge of manslaughter, after being on trial for 23 days. Brother Mansfield's train came into collision at Bradford, R. I., with the rear of another train supposed to be protected by an automatic signal, and on the reliability of that signal hinged the whole case. It was up to Brother Mansfield's attorneys to prove the signal was at fault or lose the case, and it was proven to the satisfaction of the jury, and a lot of other people, that the signal was not working properly at the time of the accident. That instead of being at danger at the time his train passed, it stood for all *clear*, but was changed to danger by the tower man after

Brother Mansfield's train had passed it, and when it was supposed to be automatically locked so such a thing could not be done, and with the signal standing at danger when the wreck took place it of course looked bad for the engineer.

Attention is called to this case, as the writer believes there have been others in the past, where the railroad officials in good faith, perhaps, and supported by expert signal men, have placed the burden of blame on the engineer for failure to observe danger signals that were really not such at the time they were supposed to be, or when the train passed them, and it is hoped the precedent established by the acquittal of Brother Mansfield will have a bearing on other cases of the past as well as the future.

There are Brothers who have lost out, or, if not, are still bearing the burden of demerit marks or suspicion for some supposed failure to observe signals, when the fact is they are wholly blameless. With all proof against him, however unreliable it may be, the engineer finds it often very difficult to prove himself not at fault.

Proving the unreliability of the automatic signal on the New Haven Road may prove a blessing at least to the extent of occasionally giving the engineer the benefit of doubt, something which is very rarely done when his veracity is pitted against the operation of an automatic signal.

T. P. W.

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#### The "New Man"

The newly hired engineer is not met with so often as formerly, since the bars have been put up and double-locked against the hiring of engineers on most roads; but there are some men hired here and there yet, in spite of the effort to cover the whole field of locomotive running with the Black List. To those who have ever had to look for a job running these lines are not intended, are not necessary to add to his better appreciation of what it means to hunt for work when every door seems locked against him, but are written for the benefit of the stay-at-homes, the "home guards," whose sympathies have never been tempered by the

hard knocks of experience in job hunting, so that they may be more willing to aid and sympathize with the fellow who happens to make a fatal mistake through which he loses out where he may have spent the best years of his life. Consider that you are as likely to make a similar error and your sympathies will assume a wider scope. There is no comparison between the obstacles the new engineer has to contend with and those of any other employee who may enter the train service under same conditions. The novice, either fireman or brakeman, is not expected to know much, so every one appreciates the fact and is considerate, and even if he be an experienced man some allowance is made for his unfamiliarity with the road, and the methods of doing work, and anyway he is only responsible to the conductor or engineer.

If the new man be a conductor, he has the protection of the engineer's knowledge of the road to keep him out of trouble until the road is learned, but in the case of the engineer there is a difference. When we had the hand brake every man on the crew was kept posted on the movements of the train, as they all had a part to perform in it. They sometimes had to let off brakes before the train could be started, and always, before the general adoption of the air brake, had to do the stopping, so it was not so hard for the new runner to break in under those conditions; but since the air brake has come to be so generally adopted, it is different, placing the absolute charge of the train in the hands of the engineer, a situation on a strange road that one can hardly understand without the actual experience.

Yes, the "new man" has a pretty hard row to hoe, under decided disadvantages, and the man who is breaking in on a strange road needs your help, your encouragement, and if it should ever fall to your lot to go up against the same experience, you may look back with regret that you didn't show a more generous spirit and extend a more friendly hand to others whom you had sometime met in the same boat.

Nothing so broadens one's sympathies as experience, and nothing is so trying to

the feelings of the "new man" as that air of cold indifference so often manifested by the "home guards," who have never tasted of the bitter experience that comes, sometime or another, to many men of our craft.

J. C.

### The Headlight Question

BY JASON KELLEY

In the recent hearing before the Interstate Commerce Commission on the question of the adoption of high-powered locomotive headlights, in which Grand Chief Stone represented the Brotherhoods, being opposed by a strong array of legal talent representing the railroads, some features were brought to light that proved the desperate effort the railroads were putting forth to defeat the wishes of the employees. The employees did not gain all they desired, but they succeeded in a wonderful degree, considering the strength of the opposition.

The basis of the contention of the railroads was, that if the safety of train operation were promoted by the adoption of better headlights, they, as a measure of economy, would have adopted them without any request from any other source, and in their efforts to prove the justice of their claim they put witnesses on the stand who discredited the high-power headlight, even going so far as to give testimony to support the claim of the railroads that a strong light at the head of a train represented an element of absolute danger. Of course, these witnesses were in the employ of the railroad company at the time of giving this testimony, a fact which precludes the need of any further comment, and the sincerity of the railroad representatives in their claim of favoring any measure for improvement that would prove beneficial in any way is not supported by past performance.

It is the history of the development of the railroad that its representatives have stubbornly opposed the adoption of most if not all of the appliances and improvements for the protection of life and limb of the employee, and it may be said further, that interest in the safety of the traveling public has never been based on



purely humane reasons, but rather on that of dollars and cents, with the general conditions relating to safety of rail transportation usually a generation behind the actual demands, even on that basis of reckoning.

Many of you still recall the time when it was necessary to go out on the steam chest to oil the valves, and it is a matter of railroad history that in a suit for damages for personal injuries to a man who had fallen off a steam chest while in the act of oiling the valves, the judge ordered a verdict in favor of the plaintiff, and said that he would so rule in every case of the kind that came before him. It was such pressure as that which helped bring about the change which made it possible for a fireman to oil the valves without risking his life in the attempt.

The air brake and the patent coupler, the latter particularly, met with the most strenuous opposition, and had it not been for the aggressiveness of organized labor in this matter the change from link-and-pin coupler, in spite of the number of cripples caused by the use of these primitive appliances, would have been long delayed. Nor are these instances the strongest arguments against the sincerity of the claims of the railroads, that they are in favor of the introduction of any change that will promote safety and economy. A refutation of this claim may be found in the fact that it keeps a large force of federal and state inspectors busy showing up faults of construction and neglect of upkeep that vitally affect the safety of the employee, and it is only by fines and threats that a decent standard of equipment can be maintained on the average railroad, even today.

Coming back to the question of headlights it may be said that, until the headlight agitation was begun a few years ago, the average headlight was far from meeting its requirements, and any number of railway officials have contended that the only purpose of the headlight was to indicate the head of the train, and this in spite of the fact that collisions in yards and on sidings were frequently the result of poor headlights, as were also derailments from misplaced switches hav-

ing no lights to indicate their location or position. This condition has existed in various degrees ever since oil lamps have been used, and though bad enough at its best, as during the days of the regularly crewed engine, when the engineer cared for the headlight himself, since the advent of the pool system, under which the care of the headlight devolved upon the company, the situation became intolerable, and it was this which brought about the vigorous action of the Brotherhood of men in train service looking to a remedy.

Though we did not get all our Brotherhood representatives asked for and Grand Chief Stone fought for against the combined forces of the best legal talent the railroads could assemble, together with a large number of witnesses who were practical engineers, among them some suspended and expelled members of the B. of L. E., we did succeed in securing the issuance of an order that locomotive headlights must have illuminating power sufficient to enable enginemen to discern a dark object the size of a man at a distance of 800 feet, which, without a doubt, in the face of the powerful opposition to contend with, was a decidedly creditable victory for organized labor.

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### Locomotive Inspection

The Fifth Annual Report of the Chief Inspector of Locomotive Boilers to the Interstate Commerce Commission for the fiscal year ending June 30, 1916, contains much that should point the way to improvement in preventing accidents to men whose duties bring them in close contact with locomotive operation.

There are many causes given for the great number of injuries sustained by the enginemen and trainmen, all pointing to the fact that anything is good enough for service until by its failure it has proven otherwise, and that principle applies to almost every part of the locomotive today excepting the boiler. There have been some long studies made in the direction of the prevention of boiler accidents by Federal inspection, and were it not for that fact, considering the exceedingly high pressures carried today, the loss of

life from boiler explosions would likely be appalling.

There are some special features brought out in the Boiler Inspector's report that appeal quite forcibly for a remedy, and a decided improvement should be made if a reasonable measure of safety is to be provided for the men on the head end. The following stand out quite prominently as demanding special attention: The squirt hose, the safety chains between engine and tender, the arch flue, and the reverse lever latch and quadrant.

The usual arrangement for the squirt hose is one to invite danger at any time, and is a decidedly crude arrangement as a general thing. The safety chains between tank and engine are anything but what they are supposed to be, and the arch flue being difficult of inspection is too often permitted to become mud-burnt, thus inviting danger, while the reverse lever, as the report shows, seems a prolific source of injury to engineers and firemen. These are faults which can be corrected so as to lessen the number of cases of injury considerably, and there is every reason why it should be done, excepting the one, the ruling one on some railroads, "We don't have to."

The matter of locomotive inspection is yet in its infancy. The present force of inspectors, though having worked wonders, are wholly inadequate to cover the whole field effectively, and the time is ripe when more effort should be made to provide against the accidents that are happening every day from a variety of preventable causes, but more particularly those herein referred to.

Running the power until it falls down, or as long as it will get by the inspectors, or until it kills or maims some is a practice that has taken deep root here and there, during the busy traffic conditions of latter days, when the power "cannot be spared long enough" to put it in safe condition, but it should be made too expensive to continue such a policy.

A more general and more searching inquiry into the upkeep of the locomotive is urgently needed and justified, if only from a humane standpoint, and if a more thorough system involved an added outlay of money, it is reasonable to suppose that

some of that expense would go to prevent much inconvenience as well as suffering to enginemen, and it might even prove in the end to be a profitable plan following the rule of economy of the "stitch in time," a principle which seems to have been lost in the haste and confusion of modern railroading.

### The Zerbe Automatic Drifting Device

Herewith is shown drawing and the following description of the working of the Zerbe automatic drifting device, patented by Mr. C. L. Zerbe, of Saint Albans, Vt., acting road foreman of engines, C. V. R. R., which may be of interest to men operating superheater locomotives.

This apparatus consists of a supplemental valve *b*, the disc valve *x* of same working opposite to that of a pump governor body, an air gauge, a vent port *b'* in cylinder head of supplemental valve, a ball valve *f* and a set screw *c'* in the head of the supplemental valve cylinder.

The pipe line *a* leads from the steam turret in the cab to the saturated steam side of the header, with a gradual incline toward the front end to prevent condensation gathering and freezing in cold weather.

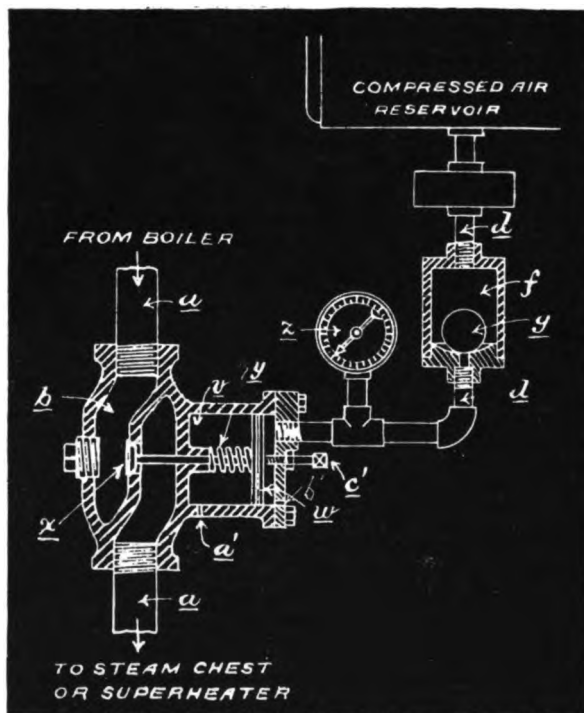
The supplemental valve *b* is placed in the pipe line *a* at a point in the cab where the air gauge *z* can be easily seen by the enginemen. Steam being turned on from the boiler never need be shut off unless it is necessary to make repairs, as the supplemental valve *b* controls the steam that goes through the pipe line *a* to the header. The air pipe *d* connection to the head of the supplemental valve cylinder *v* has a ball valve *f* in the pipe, and an air gauge *z* connected. The ball valve case *f* is connected to main reservoir, and receives air at reduced pressure.

When a locomotive is standing, the ball *g* is on its seat, and allows no air to pass. When the locomotive moves, the swaying and jarring unseats the ball *g*, causing it to roll about in the chamber, allowing air to pass through the pipe *d* continuously to the air piston, which is connected to a disc valve *x*, and the latter is held open against boiler pressure while

the engine is moving, allowing steam to pass through the pipe line *a* to the header.

When the locomotive stops, the ball valve seats, cutting off the flow of air to the air cylinders of the supplemental valve *b*. There being a small vent port *b'* in the head of the supplemental valve cylinder *v* which is open all the time, then allows the air to escape to the atmosphere. The coiled spring *y* around the piston stem, and steam acting on the disc *x* will close the same, cutting off steam through the pipe line *a*.

The reducing valve connected to the



independent brake in the E-T equipment, or signal line, can be used to supply air to the device, thereby eliminating the use of an additional feed valve. The air connection could also connect to the trainline in passenger service, and in case it was necessary to make an emergency application of the brakes, and deplete the trainline, air would be drawn from the ball valve also and allowing the air to escape from the supplemental valve cylinder, causing all steam to be shut off from the header.

Those interested may write C. L. Zerbe, 47 Upper Weldon st., St. Albans, Vt.

### Judgment

Without doubt, the most essential thing in the make-up of the successful railroad man, particularly the engineer, is good judgment. Give a man a time card, a book of rules and a watch, and in addition to that let him have a perfect knowledge of the working of the locomotive, the air brake and everything in a mechanical line, relating to locomotive or train operation, also a thorough familiarity with the grade and curves and general profile of the road, and his work

will never rise in point of merit above the level of his judgment, while other men who possess that faculty in a greater degree, though more deficient in a technical way, will excel him as an engineer. Good judgment, no doubt, is in a measure inherited, but it needs a refinement that cannot be gained in a day; it is the result of close observation and years of experience. It does not follow that every man of long experience is blessed with it, but all things being equal, long service certainly stands out in his favor, and basing our decision on the simple law of averages, his chances of being above the average are much better than that of the man of less experience. Of course there will always be a marked difference

between engineers in this respect owing to the varying grades of intelligence, as well as varying degrees of application, for, after all, the man who applies his mind most diligently will acquire more proficiency in any line than the really brighter fellow whose interest in things around him is less intense.

The period during which the engineer needed the best judgment was before the adoption of power brakes, and men who could take trains safely over the road in those days had to exercise a vigilance not demanded in later day railroading. But conditions were favorable to the

necessary training of the engineer then. The engines were small enough so that when a boy's school days were over, he could go firing, and going into the service at that age, when the mind was most receptive, when everything he saw was so wonderful; at the age when he wanted to know the ins and outs of everything, and when no duty, however menial, could dampen his enthusiasm, he was surely learning his lesson under the most favorable circumstances. And he needed to know it. Not so much the technical part, but he needed to have the faculty of being able to concentrate his mind on his work, and with untiring vigilance try to avoid what the power brakes of today were adopted for.

There are many errors of judgment today covered up by an emergency application of the air that would mean the end of a fellow's service on many roads in other days, which explains, to a large extent, the reason why John Smith might have begun running in Maine and have finished his career in Texas, with various stopovers between those points.

In later days the size of the engines calls for full-grown men to fire them, and the technical part of the engineer's duties is of greater importance than formerly, owing to the adoption of air brake, lubricators and various complications of modern locomotive construction. His judgment in some other respects is never so severely taxed as that of the engineers of a past generation, nor is it ever so keen, particularly in the matter of train handling as that of the boy who had to learn that, if nothing else.

It must often be a source of wonder to the men who never hauled hand-braked trains how the old-timers managed to keep out of trouble. Well, they didn't keep out of lots of it, but they did well because of their judgment in train handling.

Errors of judgment of one kind or another may be said to account for a large proportion of the troubles of the engineer, and while technical knowledge has a greater value than formerly, good judgment may be said to be still the ruling factor in the make-up of the successful engineer.

T. P. W.

## Soliloquy of Modern Eve

BY ADELAIDE KENNERLY

The engineer isn't of much importance in the eyes of the average person who only knows that he belongs somewhere in the engine; that he is supposed to pull some sort of a lever to stop and start the train; that he is responsible for delays; that he is always besmeared with oil and coal dirt; that he draws more money than the average man for less work; that he usually belongs to a union the prime motive of which is to keep the railroad officials and the general public in a turmoil most of the time.

That he has a million lives in his keeping every year; that he knows every curve, every switch, every signal, every light, every inch of the track from one station to another; that he knows exactly what time to stop and what time to start; how to guide his engine, while taking on or letting off cars, to avoid a collision.

Suppose that people realized when boarding a train that they absolutely put the one and only life they have on earth (that we know of) in the hands of that skilled operator in the engine, whose clothes are dirty and whose face is greasy.

Suppose they knew that while they sleep peacefully on, the engineer is straining every nerve in his body gluing his eyes on the track and keeping a cool head that not only his own life, but the lives of perhaps hundreds of people, may reach destination in safety.

Suppose they knew that the train might be wrecked, might go to pieces if it were not for the skilled mind of the engineer who knows every little bolt, every little screw and every tiny piece of mechanism that belongs to and is used in the operation of his train.

I never reach my destination without a thanksgiving to the engineer and a prayer to the ruling power of all things to bring that man (who has brought me through perhaps perilous places to safety) to a "happy home" after his day of heroic work, and to a peaceful resting place at the end of his long life's journey.

Yet, with all of this, we make more fuss over the man who saves one person

from drowning, or from death in other ways, than we do the engineer who saves hundreds every day.

The man who rounds out his career as a pilot of souls from place to place, through dangers and on smooth track alike, while they peacefully sleep or read, has filled a place in the world far too difficult for many a man whose clothes are spotless and whose spats are buckled on straight.

The engineer deserves more, even, than a soldier's honor, for he is a hero unadorned. — *Montgomery, Ala., Advertiser.*

### Mysteries of Nature

BY G. FREDERICK WRIGHT, A. M., LL. D.

So much has been written about the valley of the Nile and the fertility afforded to the delta and to a narrow strip along either bank through means of irrigation that little attention has been paid to the immensely larger area dependent on irrigation in central Asia; whereas central Asia exceeds, not only in the possession of a fertile soil capable of irrigation many times larger than that of Egypt and equally rich in character, but also surpasses it in the uniformity of conditions which supply the needed volume of water. The delta and the irrigated belt along the lower Nile scarcely exceeds 10,000 square miles in extent and is incapable of much enlargement by artificial means.

The recent dam at Assuan can add but a few hundred square miles to the area already under cultivation. Moreover, the sources of the Nile, being far off in equatorial Africa, are subject to various vicissitudes, which render the supply of water in the lower Nile somewhat irregular and insecure. The waterfall over the drainage basin differs more or less from decade to decade and the outlets to the great lakes, which serve as reservoirs, occasionally become so clogged by the accumulation of vegetable matter as to interrupt the normal flow for a number of years together. This latter difficulty the English government is endeavoring to correct by the removal of the accumulations by artificial means. How successful they may be remains to be seen.

In central Asia the conditions favorable to irrigation are connected with the

great mountain systems of the region, three of which meet in the center of the continent to form the elevated tableland of the Pamir, which is aptly styled "the roof of the world." These mountain systems are the Hindu Kush, which crosses the northern borders of Persia and Afghanistan; the Tian Shan, which stretches away from the Pamir in a broad branching belt to the northeast, and the Himalaya, which separates India from Thibet. The plateau of the Pamir, from which flows in one direction the Indus, to irrigate the plains of the Punjab, the Amu Daria (the ancient Oxus), which irrigates a great belt in western Turkestan, and the branches of the Tarim, which flow eastward into the desert of Gobi, is upward of 13,000 feet above the sea, and is surrounded by various peaks 10,000 feet higher.

The amount of land which is capable of being made fertile by these mountain streams of central Asia is sufficient to support the population of many an empire. To limit ourselves to western Turkestan alone, we find the Atrek river emptying into the southeastern corner of the Caspian sea, watering an area of marvelous fertility which was formerly the seat of the Parthian empire, a region which the ancient historian Strabo said was most highly favored of heaven, and where, according to him, a single vine had been known to produce nine gallons of wine and a single fig tree 90 bushels of figs.

To say nothing of the middle portion of the valley, which is bordered only by a narrow strip of arable land, running like a thread through wide deserts, we come to the remarkable oasis of Khiva (occupying a delta nearly as large as that of the Nile), at the southern end of the Aral sea. So completely is this oasis surrounded by deserts that for ages the people have enjoyed immunity from the attacks of outside enemies. The story of the Russian conquest of Khiva, which was effected about thirty years ago, is one of the most thrilling and tragic in all history. An attacking army large enough to be effective was pretty sure to die in the desert of thirst before reaching the oasis; while an army small enough to make its way successfully across the

burning sands was too small to accomplish anything at its journey's end. Time after time the Russian armies which attempted to penetrate this region from different directions were baffled by these conditions and compelled to turn back after heartrending disaster. At the same time the ruling authorities of Khiva had no restraint upon the barbarities they could practice upon the weaker tribes which were dependent upon irrigating canals running off from the main stream. It was a simple matter to tap a canal and turn it off in some other direction and thus speedily reduce a portion of the people to the extremities of starvation.

Going still farther to the northeast, one comes to the Zerafshan, whose name is derived from the golden sands which it brings down from the mountains in which it rises. This stream would be an important tributary of the Amu Daria if its water was not utilized in irrigating the fertile plains around Samarkand and Bokhara, two cities of great importance at the present time, but of still greater renown in the past.

Still farther to the northeast the Syr Daria (the ancient Jaxartes) rolls down from the Tian Shan mountains, irrigating the fertile province of Ferghana, which last year yielded 3,000,000 bushels of rice, 8,000,000 bushels of wheat and 500,000 bales of cotton, besides a great amount of other products. The cities of Tashkent, Chimkent and Turkestan are in flourishing, irrigating areas, watered by branches of the Syr Daria coming down the mountains on the northeast. Tashkent has now a population of 160,000. After a course of 1,200 or 1,500 miles, the Syr Daria also empties into the Aral sea, where its water is evaporated in connection with that of the Amu Daria.

Still farther to the northeast numerous other streams of considerable size come down from the northern flank of the Tian Shan mountains and, after distributing alluvial soil at the base of the mountains, disappear in the desert sands or in Lake Balkash. Among these are the Talas, the Chu (which has a length of 700 or 800 miles), the Ili, of equal length, and the Seven rivers, which have given name to the province of Semirye-

tchensk. For a distance of several hundred miles along this northern base of the Tian Shan mountains there is a broad belt of most fertile soil capable of irrigation with the water from these mountain streams. The Chu is formed by the combination of an innumerable number of mountain streams; so that it has been designated "the land of the thousand springs."

From the earliest times this belt of fertile soil has played an important part in the history of the world. Lying midway between the mountains and the arid plains to the north, it has been the favorite resort of semi-nomadic tribes, who venture out into the pasture lands of the steppes with their flocks and herds in early summer, and retreat to the mountain pastures later in the season, while raising rich crops of grain upon the intermediate fertile irrigated belt. The Russian military road for several hundred miles in passing through this region encounters not only a line of flourishing cities of present importance, but passes by innumerable mounds of earth marking a prehistoric civilization. The abandoned irrigating canals also speak too plainly of a decadence resulting from the neglect of opportunities due to the social and political disorganization which has reigned for centuries. In the thirteenth century the hordes of Genghis Khan marched leisurely along this belt on their way to the conquest of western Asia and of Europe.

Altogether these vast areas in central Asia which are capable of irrigation afford most attractive conditions for human life. Since the soil has not been leached by constant rains, the fertile elements remain in concentrated form, so as to afford crops far greater than can be produced by the broad cultivation necessary to obtain remunerative results where the rainfall is such as it is over the larger part of Europe and the eastern United States. One acre of the irrigated silt at the base of the Tian Shan mountains is worth three acres of the average soil on farms in the middle states of America. Prof. Hilgard has recently commented upon this richness of the soil in accounting for the fact that all of the early centers of civilization were in irrigated areas. Instances of this are the

valleys of the Nile, the Euphrates and, he might have added, of the Murghab, the Oxus, the Zerafshan and the Jaxartes. When the agriculturist considers also the certainty of the water supply furnished by the melting snows on such lofty mountains, he cannot fail to be thankful that he is not dependent upon fitful showers of rain for the growth of his crops, but can look with unfailing confidence to the murmuring streams which flow through the irrigated canals which distribute the life-giving element far and wide.

Another advantage of this irrigated belt is the almost perpetual sunshine, which relieves the inhabitants from fear of the loss of crops by mildew and which enables them, even in winter weather, to utilize the warmth of the direct rays of the sun in securing their bodily comfort. The demand for fuel to drive away the discomforts of winter is thus reduced to the lowest point. The famous bazar in Tashkent occupies several miles of the ordinary streets, which during the summer months are made comfortable by a shading of matting stretched across a network of beams which cover the roadway. With this perpetual sunshine, abundance of pure water, great fertility of soil, the line of cities along the base of the Tian Shan mountains presents the most attractive centers of habitation which can be imagined.

As one looks out to the north from this irrigated belt and sees the glimmering mirage of the desert, with camels approaching, seeming to wade knee-deep in water, and then turns to the south and beholds the mountain peaks from 15,000 to 20,000 feet in height glittering in their snowy mantles, he can but be thrilled with the thought that here extremes meet, and that midway between them nature is most lavish with everything which makes life attractive. The only drawback has been that man throughout this region has been exceedingly vile. There can be no prosperity in an irrigated region except there is a strong and just central government, which can protect the rights of the weak and secure to them all their fair proportion of the life-giving water which nature has provided in but limited quantities. The advent of British rule in Egypt

has thus well-nigh doubled the productivity of the irrigated belt that lines the banks of the Nile. — *Watertown, Wisconsin, Gazette.*

### Industry Sapping Strength of Country

BY RIGHT REV. SAMUEL FALLOWS

Bishop of the Reformed Episcopal Church

Amidst widespread jubilation over the fact that out of all the world America still enjoys the "piping times of peace," one salient question obtrudes itself: Are we, after all, so much better off than the war-embroiled countries? Have we not an internal warfare of our own, a species of national indigestion brought about by the attempt to act as shopkeeper for the rest of the earth? Our eyes open wide with horror every day at the awfulness of war in Europe, and yet our pulse never increases a beat at thought of the awfulness of industrial rapacity at home. But greed, like every other vice, eventually strikes low the individual or nation which encourages it. In time we shall all find this out.

It is a significant fact that our various speeded-up industries are producing a yearly death toll of 250,000 men and women workers, and that 500,000 men, women and children are annually maimed and crippled from the same cause. What if war should suddenly come upon us, as it often descends upon nations, out of a clear sky? Could we afford then to get along without the soldiers whom we have murdered through our selfish carelessness?

It ought to be evident to every employer of labor that neglect of the personal interests of the human beings whose toil goes to fatten his purse is treason of a high sort. Many such a man talks loudly of the necessity for patriotism when away from his factory or shop, oblivious of the fact that his country's greatest assets in time of need are the masses of sturdy sons recruited from centers of employment like his own. If war were to come again, the same frightened employer could not buy back the lives he has wasted, even if his profits in gold and silver reached as high as the Rocky Mountains. — *The Indianapolis Union.*

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## Alien Immigration Bill

Congress has overridden a veto by President Wilson for the first time and enacted the immigration bill with its long fought literacy test provision. The senate voted, Feb. 5th, sixty-two to nineteen, to pass the measure, notwithstanding the veto and despite eleven-hour information that Japan again had protested against the language of the Asiatic exclusion section.

The house overturned the veto last week by a vote of 287 to 106, so the senate's action ends the contest of twenty years' standing in which three Presidents have repudiated similar bills passed by Congress.

The international situation was brought into the closing debate in the senate, Senator Reed calling attention to the Japanese objection and pleading that nothing be done at this time to disturb or impair the country's relations with a friendly nation.

Senator Smith of South Carolina, chairman of the immigration commission, answered with the declaration that the present state of international affairs emphasized the necessity for a pure homogeneous American people, such as the bill was intended to protect.

Senator Reed communicated information from the state department to the effect that the Japanese embassy had called attention to language in the bill providing that no alien now "in any way" excluded from entry into the United States would in future be permitted to enter. He said the criticism was based on their belief that this language wrote into law the Root-Takahira gentlemen's passport agreement against the entry of Japanese laborers.

"It applies to all the world," said Senator Lodge of Massachusetts. "It does not, in my judgment, touch the treaty of 1911 (the treaty with Japan), which is modified by the so-called gentlemen's agreement at all. They desired that we make no allusion to the gentlemen's

agreement and we've made none. We have cast no reflection on any race or made no discrimination. The gentlemen's agreement will go right on if Japan chooses to uphold it."

"The vote of both house and senate," declared Chairman Smith, "is a clear-cut expression of the sentiment of the American people on the two fundamental principles involved in this bill—namely, the economical and political principles."

The literacy test provided for in the bill excludes from the United States all aliens over 16 physically capable of reading, who can not read the English language or some other language or dialect, including Hebrew or Yiddish. Any admissible alien, however, or any citizen of the United States may bring in or send for his father or grandfather, over 55, his wife, mother, grandmother, or unmarried or widowed daughter, if otherwise admissible, regardless of whether such relatives can read.

Immediately after the senate's action Representative Gardner of Massachusetts introduced in the House a new immigration measure to limit the number of aliens coming into this country to a total of 200,000 in excess of the outgoing aliens.

President Cleveland vetoed the first immigration measure with a literacy test provision. President Taft disapproved the second bill, and in 1915, President Wilson rejected the third.

President Wilson wrote his second veto message a few weeks ago.

Only thirty vetoes have been overridden in the history of the United States, and but four of them have been within the past thirty-five years.—*Associated Press Dispatch*.

## Prosperity and the Great Fear

BY SCOTT NEARING

The man or woman who works for wages is followed through life by a great fear that lurks at the end of every week, and shows its hideous visage at the opening of every winter. This phantom is called unemployment—the loss of a job.

Unemployment may attack a wage earner for many reasons. Sicknes, accident, strikes, lockouts, shut-downs, labor-



saving machinery—are some of the causes that lead the boss to say, on Friday night, "We will not need you next week." That sentence is as frightful as it is final. The job stops. The wage stops. Unless another job can be found, the wolf will be whining at the door.

Prosperity reigned in the United States during 1915 and 1916. The present generation cannot remember a time when the wheels of industry were turning faster, when the demands for labor were more insistent, when the products and profits of American industry were more vast than they have been during these two years.

The call for labor is sounded from every city. The casual reader of the daily papers would assert with conviction that there were at least four jobs demanding the presence of every three able-bodied men in the country.

Despite this impression there was a serious unemployment problem in the United States during this whole period of apparent prosperity. The unemployment facts for the most prosperous years in the twentieth century are published by several states, among them Massachusetts, which has been a hive of industry ever since the beginning of the war. The latest Massachusetts bulletin, just published, gives some interesting facts on unemployment in 1916, of members of labor unions in Massachusetts. No facts are furnished for non-union wage earners.

On June 30, 1916, that is during the summer when there was the greatest demand for labor, 7,358 union men and women in the chief cities of Massachusetts were unemployed. This number constituted 4.2 per cent of the total membership of the unions making reports to the Bureau of Statistics.

During the previous winter the rate of unemployment had been higher. In September, 1915, it was 7 per cent; December, 1915, 8.6 per cent; March, 1916, 8.6 per cent.

It is interesting to note that this unemployment was distributed rather evenly over the different trades, with the exception of the building trades. Thus in June, 1916, the rate of unemployment of the boot and shoe industry, the textile industry, transportation, printing and allied

trades, and "all other industries and trades" was from 3 to 4 per cent. In the building trades it was 7.6 per cent.

Unemployment was therefore very general, and not confined to any particular industry.

The report further shows the causes which created the unemployment in June, 1916. Of the 7,358 persons unemployed, 2,527 were unemployed because of disability—sickness, accident, old age, etc.; 2,323 because of lack of work; 1,504 because of strikes and lockouts; 506 because of bad weather; and 498 for other causes.

In short, the modern system of industrial production is so organized that in one of the most active industrial sections of the country, in the great centers of industry, during a year of unprecedented prosperity, thousands of people were constantly out of employment because of conditions over which they themselves had little or no control.

The year 1916 has been one of feverish industrial activity. Yet, even in this most prosperous of prosperous years, the great fear of unemployment was haunting thousands of homes in one of the richest states on the American continent.

This fact is strikingly brought out by a comparison between food prices and wage increases—the last two items published by *Commerce and Finance*. According to the *Annalist* index number, during 1916 average prices of 25 foods increased 38.2 per cent, while the average weekly wages of over five million factory workers increased 12.6 per cent.

The country is fairly swamped by business prosperity. Railroads, manufacturing establishments, banks and merchandising establishments are pushed to capacity. Meanwhile the wage of the worker purchases less and less of the good things of life.

Figures are not always significant, but in this case they seem to show quite clearly that the boasted prosperity of 1916 spelled economic tragedy for the great body of American wage earners.

#### Court Favors Freedom of Action by Workers

The Minnesota State Supreme Court has vitalized American principles of free-

dom of action and has jarred the Anti-Boycott Association in two decisions that accord workers the right to refuse to work for non-union employers, to ask others to assist them, to carry on a boycott, and to carry a banner advertising an unfair place of business.

In the case of the George L. Grant Construction Company versus the St. Paul Building Trades Council the court sustains the refusal of Judge Dickson of the Ramsey County District Court to issue an injunction against these unionists, who were charged with "injuring the business" of the non-union concern by refusing to work for it and by announcing it is unfair to organized labor.

In supporting Judge Dickson's position the court said:

"Defendants have the right to work for whom they please. It is best that we give both employer and employee a broad field of action. As said by Judge Cooley: 'It is a part of every man's civil rights that he be left at liberty to refuse business relations with any person whosoever, whether the refusal rests upon reason or is the result of whim, caprice, prejudice or malice. With his reasons neither the public nor third persons have any legal concern.'

"The interference with the trade relations of one with whom you have no trade relations yourself is presumptively unlawful, but conditions may be such as to furnish justification for such conduct. A person may justify such interference if he is in pursuit of some lawful object.

"A person in furtherance of his own interests may take such action as circumstances may require, and so long as he does not act maliciously toward or unreasonably or unnecessarily interferes with rights of his neighbor, he cannot be charged with actionable wrong, whatever may be the result of his conduct in pursuing his own welfare."

In the case of the Minneapolis Moving Picture Operators' Union versus Albert Steffes, proprietor of a picture theater, the court upholds the refusal of a lower court to enjoin the workers from carrying a banner stating that Steffes' place is unfair to organized labor.

In supporting this rule by the lower

court, the State Supreme Court says:

"The term 'unfair,' as used by organized labor, has come to have a meaning well understood. It means that the person so designated is unfriendly to organized labor or that he refuses to recognize its rules and regulations. It charges no moral shortcoming and no want of business capacity or integrity. As applied to a theater it signifies nothing as to the merits of its performances. As a rule one man has no right to interfere in the business affairs of another, but if his act in so doing is in pursuit of a just purpose, and so long as he does not act maliciously and does not unreasonably or unnecessarily interfere with the rights of his neighbor, he cannot be charged with actionable wrong.

"If the banner itself is lawful we are unable to see how the mere display of it by a pedestrian upon a public street is unlawful."—*News Letter*.

### Church Social Work

BY CHAS. S. MACFARLAND

The third quadrennial meeting of the Federal Council of the Churches of Christ in America, recently in session at St. Louis, was marked particularly by the entrance of the churches into international relations. During the year 1917 the Council will either initiate or carry forward with renewed emphasis its nation-wide movement for the relief of suffering in Europe and Asia, the deepening of its relationships with the churches and their leaders in Europe, especially in the belligerent nations, the financial assistance of the Huguenot churches in France, and the home mission work in France and Belgium. Above all, its efforts in association with the World Alliance for Promoting International Friendship through the churches will be spent in bringing to bear the influence of the Christian spirit in reshaping international diplomacy.

By enlarging the Federal Council's Commission on Relations with Japan, a Commission on Relations with the Orient, it is hoped that good-will and friendship between the East and the West may be deepened as they cannot be by ordinary diplomatic procedure.

In accordance with the report of the Commission on the church and social service, the Council will especially seek to put into increasingly practical operation the social platform of the churches, reaffirmed in 1916, especially in the direction of unemployment, housing, recreation, commercialized vice and prison reform. In industrial communities attention will be given to such problems as overwork and the living wage, in a way which shall not simply attempt palliative measures, but seek the realization of an industrial democracy through the fullest possible cooperative control and ownership of industry and the natural resources upon which industry depends. A definite campaign for the conservation of human life has been placed under the direction of a secretary whose equipment for the task ought to insure success.

As the result of a comprehensive and intensive survey of the field of education, the Council's Commission on Christian Education is charged with finding the readjustment between so-called secular and religious education in order that the former may not be restricted but also that the right of the child to a full religious education may not be denied.

In the realm of temperance the Federal Council Commission will seek to supplement the legislative activities now so prominent by a more adequate educational propaganda, and especially by an attempt to organize a Temperance Fellowship in the ranks of labor.

Above all, the Council will seek to bring about in cities, rural communities and home mission fields a genuine cooperation which shall be more than a mere expression of Christian good-will from one church toward another. — *The Survey*.

### Evades Contract, Must Pay

Charles P. Neill, of Pittston, Pa., umpire for the anthracite conciliation board, has ruled in favor of miners in an eight-hour dispute and that this decision is retroactive to date when the grievance was raised.

The company objected to paying the extra money on the ground that no record had been kept of the miners' earnings,

as they had been employed on contract work and that there was no way to ascertain the exact amount of earnings the men were entitled to.

This position is not agreed to by Umpire Neill, who tells the company it should have kept a record, as it "must have known, or should have known, that if the grievance were sustained, the question of the hours that men actually worked in the interim would be essential for the application of the decision of the board, or of an umpire, in accordance with the retroactive rule of the board.

"To deny the retroactive feature of this decision," the umpire says, "would obviously be to penalize men who had patiently and peacefully waited during a long period for orderly processes of settlement, and would be almost an invitation to repudiate such processes."

The umpire directs that the men be paid upon the basis of eight hours worked each day from the time the grievance was raised.

### Rights of Pickets Upheld

The Criminal Court of Appeals has discharged a woman who had been arrested for picketing a struck theater in Oklahoma City, Okla. The court ruled that the law "stays the hand of both criminal and civil processes from interfering with picketing or other peaceable endeavors of labor to further its interests in trade disputes.

"The trend of legal thought of modern times is, that since capital, consisting of money and property, is organized to further its interests; labor, consisting of brain and muscle, may organize and use peaceful and legitimate means to obtain a fair share in the distribution of the earnings which are the joint product of capital and labor."

A strike of theater employees has been on for several months and the city commissioners passed an ordinance prohibiting picketing. Mrs. Eva Sweitzer, one of the pickets, was arrested and the unionists carried the case to the State Criminal Court of Appeals on habeas corpus proceedings. In the decision, written by Justice Brett, it is stated that:

"In law we cannot do indirectly that which may be done directly, and since the city commissioners cannot directly prohibit picketing in the furtherance of trade disputes, they cannot accomplish that end indirectly or incidentally."—*Weekly News Letter*.

### Telephone Girls Win

Telephone girls employed by the Home Telephone company of Toledo, Ohio, have forced this concern to acknowledge their right to join a union, after a four-months' strike. When the girls organized, four of their number were discharged and the others struck. They were joined by the outside electrical workers.

The company agrees to reinstate all strikers without discrimination, acknowledges their right to organize and to present grievances which shall be adjusted by representatives of both parties. After work is resumed, the employees shall present demands for wage increases.

The strike was a dramatic one and the Toledo organized workers wheeled behind the girls to a man. Every union contributed to a strike-benefit fund and many of the unions carried weekly assessments on every member to pay the girls an amount equal to their former wage. The strike proved most disastrous to the company, which lost thousands of patrons. Federal Judge Killits issued an injunction "against violence" at the request of prominent citizens who are active in the Citizens' Alliance. This court was asked to act because the company is a subsidiary of an interstate corporation. The unionists denounced Judge Killits for his usurpation of duties that belong to officials charged with the enforcement of criminal law and showed that His Honor was more interested in breaking the strike, as he insisted that "service to the public must not be interrupted."

### Huge Compensation Benefits

The Pennsylvania Compensation Law became effective the first of last year. From that time until December 1, 1916, 45,901 employees have received \$1,092,-535.22 compensation for disability.

In the same period, 1,099 employees

were killed, leaving 610 widows, 1,809 fatherless children and 210 other dependents eligible for compensation. The widows and other dependents of these 1,099 dead had received \$121,480.55 up to December 1, and will receive before the termination of their respective agreements the sum of \$2,640,850.80.

One death every three hours is the toll in the industries of Pennsylvania. This slaughter will not be materially decreased unless employers install safeguards, organize safety departments and promote the Americanization of non-English-speaking workmen, said Commissioner of Labor and Industry Jackson.

Reports up to the first of the year show the stupendous total of 251,488 killed and injured during 1916 in this state's industrial establishments. The total number of deaths for the year is 2,587, an average of eight a day, including holidays and Sundays.

An average of 215 industrial workers were killed every month, as a result of accidents, and 19,742 were injured.—*Weekly News Letter*.

### Labor Not a Commodity

Senator Wagner has introduced a bill in the New York State Legislature similar to the Clayton Act, which declares that "the labor of a human being is not a commodity or article of commerce." In a public statement Senator Wagner said that under the anti-monopoly laws of this State efforts have been made to penalize wage earners for combining to improve wages and shop conditions by interpreting labor to be a commodity, and the law proposed by him is necessary to correct a fundamental injustice.

"Commodities," he declared, "are the objective products of labor, while labor is the subjective effort of a human being. The Federal Government has accepted this principle in the Clayton law, and my bill will extend its application to this State in intra-state matters."—*The Chronicle*.

### Willis Calls for Loyalty

Casting aside party lines, members of the Indiana Republican Editorial Associa-

tion at a banquet held at Indianapolis. Feb. 10, pledged undivided patriotism for the American nation in the face of the crisis in foreign relations and unswerving loyalty to President Wilson. Frank B. Willis, former governor of Ohio, was a speaker, and in the course of his remarks said:

"Having got into the European broil through the sale of war munitions to the belligerents, we may have to fight to get out of it. If so, every Republican will sustain the Government in all proper steps to protect American rights, insisting meanwhile that no American soldiers be sent to spill his blood on European soil to settle the quarrels of kings."

#### Good Advice for Unionists

The *Farm Educator*, Haskell, Texas, published in the interests of the Farmers' Union, offers this suggestion which should be accepted by trade unionists:

"Brethren, guard the door of your organization, and see that no one but farmers cross its threshold, and fully make up your minds that there are plenty of men among yourselves or your own class who have the ability to handle and control the workings of the organization in all its details and who may be trusted as leaders to guard and protect its destiny.

"We know, and are bound to admit from sad experience, that our greatest enemies, the men who have given us the greatest trouble, and who have impeded the progress of the farmers' organization in the past, are men who have been on the inside of such organization and not those on the outside."—*Weekly News Letter*.

#### Strike to Enforce State Law

A state law provides that at Blaine, W. Va., checkweighmen shall be placed at mine tipples. The purpose of this legislation is to assure miners pay for all coal mined and prohibit operators from robbing their employees.

When miners employed by the Smith Fuel Company elected a checkweighman, to be paid by them, he was not allowed to go upon the tipple. After a three-days' strike the company withdrew its

order and for the first time in this district miners have a representative at the weighing of coal.—*Weekly News Letter*.

#### Women's Eight-Hour Law Opposed

Officials of the Bemis Bag Company, St. Louis, Mo., oppose an eight-hour law for women. These business men say their machines are now speeded up to the limit and a reduction of hours would reduce production and put them at a disadvantage with competitors.

The effect of long hours on women is not considered.—*Weekly News Letter*.

#### Eight-Hour Day

Our business men should now give more thought to what is necessary for the decent living of the employee rather than to forming larger combinations to defeat those of wage-earners whose experience and study of the problem have convinced them of the evil effects of more than eight hours of manual labor. We who are more fortunate can work many hours to secure great profits, or in the hope of them, if we need not worry over necessary food and clothing, but with daily manual labor experience has shown it is very different.—George Foster Peabody, in *The Progressive Labor World*.

#### A Question of Point of View

Rev. H. H. Anderson, of Ghent, who addressed a Socialist peace meeting in Oak Hall recently, expressed his idea for the formation of an army in this manner: First rank, munition makers; second rank, bankers; third rank, editors, and fourth rank, preachers, who stand in their pulpits shouting that it is God's will that workmen of one nation go forth and shoot holes in the "tummies" of workmen of another nation.—*Cleveland Leader*.

#### U-War Loss to U. S. \$190,000,000

American foreign trade decreased approximately \$190,000,000 during February, the first month of Germany's unrestricted submarine warfare. In a statement issued March 17th, the department of commerce gives the decrease in exports

as \$147,032,659, and the decrease in imports \$42,239,675. — *Associated Press*.

This affects the interests of about 100,000,000 of the American people, who will doubtless be pleased if it results in lowering the price of meat, potatoes, bread and living expenses which are out of range with their incomes. It would seem good to have humanity share with the \$-mark in considering the welfare of the American people. — *Editor*.

### Pennsy Earnings 10.47 Per Cent in 1916

The Pennsylvania Railroad Company's statement of earnings for 1916 shows increase in operating revenue of \$68,399,726 for the entire system over the previous year, with an increase of \$47,436,409 in railway operating expenses, leaving a net increase of \$20,963,317 from railway operations.

Net income was \$52,276,504. This sum, after applying \$2,138,959 to the sinking fund and other reserve funds, represents 10.47 per cent on the capital stock.

Discussing in the report the general subject of rates, President Rea urged more adequate returns to meet the pressing demand for large terminals and more equipment. More than \$49,000,000 was spent during 1916 on road and equipment east and west of Pittsburgh, nearly \$30,000,000 being devoted to Eastern lines.

At the close of 1916, the road had 90,388 stockholders, whose average holdings were 110 shares. All but 8 per cent of the stock is held in the United States.

The company's project to build an extension from Toledo to Detroit is to be promptly undertaken, the report said, because of "the unprecedented development of that district."

The Pennsylvania company has advanced \$2,754,473 for the purpose, and negotiations are pending in this connection for the use of portions of the railroads and facilities of other companies. — *Cleveland Plain Dealer*.

### Hours by Law Fool Australian Miners

The general strike of New South Wales miners on Jan. 13 for an eight-hour day again illustrates the peril to workers when

politicians interfere with industrial questions.

The sentiment of the miners was shown in their attitude toward a proposal submitted by Prime Minister Hughes, who called a conference at Melbourne, between representatives of the miners and their employers.

"I want the men," said Mr. Hughes, "to go back on the same conditions as they went out." He suggested that when the men did so the eight-hour question would be considered by the arbitration court or a special tribunal.

President Baddeley, of the Miners' Union, agreed to recommend this plan, with certain minor additions, to the strikers. The miners hooted at Prime Minister Hughes' suggestion and refused to even ballot on the question. They declared that they have been fooled and humbugged with politicians and parliaments too long and that they are out to secure an eight-hour day and there is nothing on that point to ballot or arbitrate about.

As passed by the assembly, an eight-hour bill was satisfactory to the miners. The legislative council—the other legislative branch—however, emasculated the bill and precipitated the present crisis that has disrupted the industrial life of a whole continent.

The *Australian Worker* says that for years the men appealed to parliament and the arbitration court, but the employers blocked them in the legislative council and piled up legal obstacles in the arbitration court. It was only when convinced of the hopelessness of any other remedy that the men struck.

"There can be no arbitration on the eight-hour demand," says this paper, "because arbitration implies a willingness to compromise, and eight hours is the least that can possibly be accepted."

The history of every failure of the men to secure eight hours is recorded and in answer to the claim that the miners are to blame because suffering ensues as a result of the strike, the *Australian Worker* makes this sizzling comment:

"To blame the men is the cheap recourse of cowards and cads and newspaper editors. To kick the victims of tyranny, and pretend they are the tyrants, is the wretched subterfuge of dolts too dull to be just and of knaves too overfed to be honest." — *Weekly News Letter*.

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## The Eight-Hour Day and Adamson Law

All efforts to effect a peaceful settlement of the controversy regarding the eight-hour day and overtime having failed, and after continued efforts during the fourteen months since the request was presented to the various companies, and after a climax which induced the President to recommend, and Congress to pass the noted Adamson Law which the railroad managements refused to observe, the continued efforts to effect a settlement with the National Conference Committee representing the railroads bringing no results, and knowing the dissatisfaction among members of the four Orders, meetings were called in various sections to give opportunity to voice what the rank and file wanted to do to secure the benefits that had been given in the Adamson Law.

That opinion is expressed in the following letter formulated at a meeting

held in Cleveland on March 10, 1917, from which we quote the following:

"To all Officers, General and Local Committeemen, and Lodges and Divisions of the B. of L. E., B. of L. F. & E., O. R. C. and B. of R. T."

"Dear Sirs and Brothers: At a meeting held in Cleveland this date, the following action was taken by the committeemen present representing roads in the eastern territory, authorizing a strike, . . . due to the fact that a satisfactory settlement of the eight-hour proposition has not been effected . . . and on account of the railroads not applying the Adamson Law . . . While almost every laboring man has received increase in compensation, the men we represent are working for the same rates, longer hours and worse conditions, if possible, and in consideration of these facts we hereby ratify the vote cast by those we represent in favor of . . . of peaceful withdrawal from the service, of all members of our organizations employed in train, engine, yard and hostling service at a given time, to be designated by the chief executive of each organization, except regular road passenger employees, who will leave the service at the same hour (5) five days later." Continuing the passenger and milk train service, was for the purpose of inconveniencing the public as little as possible.

## NEGOTIATING FOR A SETTLEMENT

The press painted graphic pictures of daily events in connection with the negotiations. The usual slum-hunting for strikebreakers has gone on and are painting their noses at the expense of the companies.

Considering the magnitude of the controversy, and the vast interest taking sides in it, very little has been said which impugns motives. The president of the Union Pacific System issued a statement on March 16 in which the Associated Press quotes him as saying:

"In connection with the threat of a general railroad strike at this time, the question arises: Is some power shrewder and more astute than the Brotherhood leaders, back of the plan to precipitate a transportation tie-up at this time, and

establish in this country a condition which, to the minds of our enemies in Europe, may seem like a revolt against our Government?"

A pro-German charge, sure enough.

With the Managers' Association refusing to abide by the Adamson Law, while their employees threaten to go on a general strike to compel the managers to abide by the law, which act "seems like a revolt against our Government?"

However, the time was set for a national tie-up of traffic, and the question assumed the high tide, even over the war and the dissolution of bureaucracy in Russia. The President, his Cabinet, the council of national defense, all joined in undertaking mediation, resulting in naming Secretaries Lane and Wilson, President Willard of the B. & O. System, and Samuel Gompers, President of the American Federation of Labor, as the committee, who proceeded to New York, the seat of the controversy.

#### TIME SET FOR STRIKE

The strike was set for 6 p. m. on Saturday, but at the urgent request of Secretary Lane, at 3 o'clock p. m. a truce was agreed upon for 48 hours. In this relation our Grand Chief W. S. Stone is quoted as saying:

"The situation is unchanged. As reasonable men we did not wish to fly in the face of the President's advisers, and when they requested a postponement of the strike for forty-eight hours we made the concession to enable them to work out their plans. Unless something intervenes, the situation will be the same Monday night as it would have been at 7 o'clock tonight."

#### EFFECT OF WAR TALK

The sinking of three American ships added to the already strained relations with the European war, together with the persistent work of President Wilson's mediators, brought an unlooked-for result indicated in a letter signed by Elisha Lee, Chairman of the Managers' Committee, given out by Secretary Lane, Chairman of the President's Mediators, which reads as follows:

"To the Federal Mediation Committee, Gentlemen: In the national crisis pre-

cipitated by events of which we heard this afternoon, the National Conference Committee of railroads joins with you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operation of the railroads of the country will be hampered or impaired:

"Therefore, you are authorized to assure the nation there will be no strike, and as a basis for such assurance we hereby authorize the committee of the Council of National Defense to grant to the employees who are about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operation of the railroads as an indispensable arm of national defense. "ELISHA LEE,

"Chairman Managers' Committee."

#### MEDIATORS THANK MANAGERS' COMMITTEE

After more than fifty-six hours of anxious conference filled with doubt as to results, the loyalty of the managers' committee which turned the tide was very gratifying to the mediators, who sent the following letter to the railroad managers' committee, which reads as follows:

"We are in receipt of your favor placing in our hands for immediate adjustment the matter of the difference between your committee and the railroad Brotherhoods.

"We have brought this letter before the Brotherhoods with the statement that in our judgment it was advisable to put into effect the provisions of the Adamson law, whether it is held valid or otherwise. This was acceptable to them.

"Thus by your own action, urged thereto by the highest reasons of national concern, you have avoided a national calamity.

"We would be delinquent in a true sense of gratitude if we failed to express our sincerest appreciation of the action you have taken. We trust that it promises a long period of hearty co-operation between the railway management and their employees.

"Cordially yours,

"FRANKLIN K. LANE,

"W. B. WILSON,

"DANIEL WILLARD,

"SAMUEL GOMPERS."



The mediators considered the matter carefully and decided, in view of the action of Congress in passing the Adamson Law, that it was best to adopt the memorandum agreement of the previous day as applicable under all conditions, and the provisions of the eight-hour law, by agreement between the roads and the men, became the basis of the settlement, whether the Supreme Court held for or against the validity of the law.

A copy of the settlement awarded by the Committee of the Council of National Defense was sent to the Editor by special delivery by our Grand Chief, W. S. Stone, and reads as follows:

COMMITTEE'S AWARD TO THE RAILWAY  
EMPLOYEES

"NEW YORK, March 19, 1917.

"Settlement awarded by the Committee of the Council of National Defense:

"In all road service except passenger where schedules now read: 'One hundred miles or less, nine or 10 hours or less, overtime at 10 or 11 miles per hour,' insert 'eight hours or less for a basic day and 12½ miles per hour for a speed basis,' for the purpose of computing overtime. Overtime to be paid for at not less than one-eighth of a daily rate per hour.

"In all yards, switching and hostling service, where schedules now read '10, 11 or 12 hours or less shall constitute a day's work,' insert 'eight hours or less shall constitute a day's work at present 10 hours' pay.' Overtime to be paid for at not less than one-eighth of the daily rate per hour.

"In yards now working on an eight-hour basis, the daily rate shall be the present 10 hours' standard rate, with overtime at one-eighth of the present standard daily rate.

"In case the Adamson law is declared unconstitutional, eight hours or less at present 10 hours' pay will constitute a day's work in hostling service.

"In passenger service the present mileage basis will be maintained. On roads now having a flat 10-hour day in passenger service, the rule will be amended to read 'eight within ten hours.'

"For all classes of employed in short turn-around passenger service, where the rule now reads 'eight within 12 hours,' it

will be amended to read 'eight within 10 hours.'

"For such territory as has no number of hours for a day's work in short turn-around passenger service the eight-within-10 hour rule applies.

"Overtime to be paid for at not less than one-eighth of the daily rate per hour.

"The general committee on individual railroads may elect to retain present overtime rules in short turn-around passenger service, or the foregoing provisions, but may not make a combination of both to produce greater compensation than is provided in either basis.

"In the event the law is held to be constitutional, if the foregoing settlement is inconsistent with the decision of the court, the application will be adjusted to the decision. If declared unconstitutional, the above stands with all the provisions as written.

"The foregoing to govern for such roads, classes of employees and classes of service represented by the national conference committee of the railways.

"Schedules except as modified by the above changes remain as at present.

"Signed by

"FRANKLIN K. LANE,

"DANIEL WILLARD,

"W. B. WILSON,

"SAMUEL GOMPERS.

"Accepted by

"W. G. LEE, Pres. B. of R. T.

"L. E. SHEPARD, Act. Pres. O. R. C.

"W. S. STONE, G. C. E. B. of L. E.

"W. S. CARTER, Pres. B. of L. F. & E.

"The National Conference Committee of Railways, by

"ELISHA LEE, Chairman."

This agreement, the most momentous in the history of organized labor in a decade, was signed at 5:15 on the morning of March 19, 1917, and as to the attitude of those who were parties to the long struggle, we will quote the following from the Associated Press:

"As the last of the nine to sign it attached his signature, tension in the little group relaxed. The managers and the chiefs shook hands with one another and with each of the Washington mediators.

"The sun was just touching the white

fronts of the neighboring skyscrapers with light. As the dozen broke into little groups, the room suddenly became silent when W. S. Carter, of the Firemen and Engineers, looking out, said:

"Why, look out there! It's the dawn of a new day."

"Most of those present thought he had expressed the feeling of all, for it was the first time in many years that there had been much evidence of friendly feeling between the men who run the trains and the men who manage them."

It is in fact the dawn of a new day, a day that requires a strict compliance with the new agreement, that overtime shall be held to the minimum, and that it shall be eliminated as much as it is in the power of efficiency to do.

Let every man do his part willingly and fairly, and with the official and employee working in harmony, overtime will be reduced, efficiency increased, and the result will be sure to please the managements, their employees, and the public who will be benefited by better and quicker service.

See that no complaint of dereliction of duty can be charged to any employee; give the new agreement an honest effort to make it work for the good of both the parties to it.

### Can't Tie Up U. S. Roads

Some of our opponents who have been charging the four Orders with being criminals and traitors because we were demanding the application of a constitutional law, which our opponents were refusing to apply, are hunting for phases of the Adamson law harmful to the working classes. The Associated Press quotes the following in relation thereto:

An official spokesman for the national conference committee of railway managers authorized the following statement:

"The chief thing the country has gained out of this decision is that it establishes beyond doubt that the Government through Congress has full power to prevent railroad strikes. The opinion as read by Chief Justice White makes it plain that employees of interstate carriers, because of the public character of

the railroads, are affected with a public interest, and that they have no more right to strike and tie up the commerce of the country than have soldiers and sailors."

That the Supreme Court has injected some restrictive powers not intended in the enactment of the Adamson law seems apparent from the partial report of the decision, by a press notoriously biased, always glad to publish such expressions as the above.

We hope to present the full decision in our May number, so that all its phases may be considered, and the legal status estimated without bias, and until then we have no opinion to express.

### The Brotherhood of Man

At the gathering of a religious body in Boston, Mass., on February 28th, Bishop McConnell is quoted as saying that "there is more recognition of the forces that touch human existence, and more real democracy, in a labor union procedure, than in any legislative assembly in the United States."

That is a high compliment, but is unquestionably true. Whatever comes before a labor union for discussion in the regular order of business, is for the common welfare; if wages, it is to improve the financial condition so that they may have the means for education, better comfort and, with it, better citizenship. It may be the discussion of the merits of some law, either proposed, or to be presented to some legislative body, the object invariably being the betterment of all the classes they represent, and that includes all classes of those usually designated as the common people.

The safety appliances, sanitary conditions, abolition of sweatshop conditions, and many other salutary laws must all be accredited to the influence of this class, who are organized and in condition to make demands and be heard. On the other hand, if business gets a set-back, business will try to shift the burden on to labor by reducing wages, and that cannot be resisted unless labor is well organized. In fact, labor must fight for a wage that is in harmony with the increased cost of living, and fight to keep wages from being

first in the losses in business reverses.

The organizations in train service need only to remember what happened in 1914 and what prevented a threatened reduction at that time, to realize that it is essential that our house be kept in good order for whatever may come with the possible change in conditions in the near future. The service is paid none too well, and if the conditions make vacant places, lower wages make no more places; and the thing to do is to apply the so-much-talked-of preparedness to our own interest. The welfare of the community in which you live, as well as the welfare of the country at large, will be benefited, as well as you; for nothing so dwarfs business as low wages, and inability to buy and keep money moving. Society is harmed, and the dignity of the citizen is dwarfed when the pinch of poverty is felt; so we are loyal to the best interests of society and country, as well as ourselves, when we maintain a preparedness that will insure our own future welfare.

### The Power of Injunctions Modified

The organizations of labor in Illinois are using every effort to modify the power of the court in injunction cases, to the end that the judge issuing the injunction shall not be both judge and jury, and assume all the functions of constitutional law, and in the interest of capital deny the right of trial by jury, the right to criticise the court, or do any act the judge may not approve without being subject to fines and imprisonment, with no opportunity to defend themselves before a competent court and a competent jury.

They do not seek to destroy the power of injunctions, but to restrict the power of the judge to that which will harmonize with the constitutional rights of the individual citizen, as per Article 6 of the Constitution. . . . The accused shall enjoy the right to a speedy and a public trial, by an impartial jury. . . . To be informed of the nature and causes of the accusation. . . . To have compulsory process of obtaining witnesses in his favor, and to have the assistance of counsel in his defense, and Section 5, which says: "No person shall be deprived

of life, liberty, or property, without due process of law."

Injunctions in cases of labor disputes too many times reflect the prejudice of the judge issuing it, and the object of the effort in Illinois; as we understand it, is to make a rule of procedure, which will insure justice instead of leaving the rights of individuals entirely at the discretion, or prejudice, of a judge of the court. There are but few men in any walk of life absolutely impervious to influences which might turn aside the true path of justice; and while injunctions, when necessary, should be enforced, it should not be left to the judge to fine and imprison with no opportunity given for self-defense, and the courts would be in better standing if a course of procedure were laid down for the court which would obviate the possibility of a charge of bias on the part of the court.

We hope the Illinois legislature will amend the law so that the charged misuse of the injunction may be mitigated, and an example set for all other States to adopt. Our members ought to be in harmony with this movement in every State.

### LINKS

GRAND UNION MEETING of B. of L. E., O. R. C., B. R. T., B. of L. F. & E., and their Ladies' Auxiliaries, Fort Worth, Texas, will be held April 10, 11 and 12, 1917. Headquarters at Terminal Hotel, located directly across the street from Union Passenger Station.

Sessions will be held in Chamber of Commerce Auditorium, opening at 10 a. m., April 10, 1917. Public meeting at Chamber of Commerce Auditorium, 8 p. m., April 11. Address by Governor James E. Ferguson, State of Texas, and Hon. Frank P. Walsh, Chairman Industrial Relations Commission, U. S. A., Kansas City, Mo.

Closing day's session devoted to addresses by various Grand Officers, including several Chief Executives. All members of the Brotherhoods, with their ladies, are most cordially requested to be present on this occasion.

Fraternally yours,  
M. F. BARRETT, Chairman.



Bro. W. J. O'Brien and Wife

ENCLOSED herewith please find photograph of Brother and Sister O'Brien.

Bro. W. J. O'Brien is one of the best workers in Div. 188, filling the offices of Secretary and Treasurer of the Division as well as being Pension Secretary and Chairman of the Local Grievance Committee.

He is a thorough Brotherhood man and a capable engineer, and is hauling one of the preferred passenger runs on the Grand Trunk, between Stratford, Ont., Can., and Buffalo, N. Y.

Sister O'Brien is Treasurer of Corona Division Div. 429, G. I. A., and together they form a most efficient team of workers for the good of the B. of L. E. and its Auxiliary.

Fraternally yours,  
CHIEF ENGINEER, Div. 188.

A JOINT union meeting of the four train service organizations, located in Birmingham, Ala., will be held quarterly for the purpose of discussing matters concerning the interests of their members.

On April 29 the first of these meetings will be held in Fraternal Hall, Birmingham,

Ala. A liberal attendance is desired, and we extend a hearty welcome to all members of the four Orders who are in good standing.

Fraternaly,  
J. C. DEHOLL, B. of L. E., Div. 436, Sec.

AS IT has been some time since there was anything in the JOURNAL from Div. 606, it gives me pleasure at this time to send you the announcement of the promotion, together with a likeness of our new road foreman of equipment, Bro. J. B. Rogers, member of Div. 606.

Brother Rogers was appointed road foreman of equipment on the Illinois division of the C. & E. I. R. R., with headquarters at Salem, Ill., on Feb. 1, succeeding Bro. C. W. Hyde, member of Div. 246, who was promoted to master mechanic of the Illinois division, with headquarters at Villa Grove, Ill., he having held the position of road foreman of equipment on this division for eleven years, and members of Div. 606 are pleased to have him with us in his new position, as we have always found in him a friend and a staunch supporter of truth and justice.

Brother Rogers' appointment was appreciated by us and is evidence of the fact that the C. & E. I. appreciate his



Bro. J. B. Rogers, Div. 606

ability. We feel the Illinois division has a capable and efficient road foreman of equipment, and knowing him as we do, we are sure the enginemen will be dealt with in a fair and impartial manner.

Fraternally,

MEMBER OF DIV. 606.

HAVING been a member of Div. 146 for quite a long time and a constant reader of the JOURNAL, which is always welcome in our home, I thought I would tell the other Divisions what we have been doing in the last few weeks. We have initiated five new members, and there are good prospects for more. Of late much interest is being taken at our meetings. We are glad to have the Brothers attend and lend a helping hand. Will say that just becoming a member and paying your dues does not make you a live member.

On Feb. 1 the Sisters of Mal Rose G. I. A. Div. 551 entertained their husbands at a six o'clock dinner in our Division room. Sixty-five sat down to the table laden with the good things that a railroad man always enjoys.

After dinner the evening was spent with games and music. We all enjoyed ourselves and are looking forward to another invitation from the Sisters of Mal Rose Div. 551.

R. M. G.

### SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Bro. Harry Smith, formerly on the Wheeling and Lake Erie R. R., and a member of Div. 360, Massillon, O., left home on July 27, 1915, to look for work. His wife has not heard from him since. Any information anyone can give regarding him will be very much appreciated by his wife, Mrs. Harry Smith, P. O. Box 373, Bellevue, O.

Wanted—To know the whereabouts of Bro. R. E. Knox, member of Div. 766, who when last heard from was in Arkansas. Anyone knowing his present address will confer a favor by corresponding with Chas. Ireland, Sec.-Treas. Div. 766, Las Vegas, Nevada.

Anyone knowing the whereabouts of Irwin Gross, better known as "Dutch," who, when last heard of, was switching in Lorain, O., will confer a favor by corresponding with his brother, Ed. E. Gross, 1245 West 41st street, Chicago, Ill.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Kansas City, Mo., Feb. 2, pneumonia, Bro. J. W. Norton, member of Div. 8.

Lima, O., Feb. 27, apoplexy, Bro. Eugene Wood, member of Div. 12.

Ft. Wayne, Ind., Feb. 16, pneumonia, Bro. I. Clem, member of Div. 12.

Rochester, N. Y., Feb. 11, fractured skull and crushed chest, Bro. J. K. Harris, member of Div. 18.

Terre Haute, Ind., March 14, uremic poisoning, Bro. Chas. L. Cowen, member of Div. 25.

Pueblo, Colo., Feb. 16, cancer, Bro. Thos. Williams, member of Div. 29.

Newark, O., Feb. 20, engine turned over, Bro. Wm. N. Floyd, member of Div. 36.

Puerto Barrios, Guatemala, C. A., Dec. 28, Bro. H. D. Rogers, member of Div. 40.

Alton, N. H., Feb. 26, old age, Bro. C. H. Chesley, member of Div. 40.

Rawlins, Wyo., Feb. 14, heart disease, Bro. Willis C. Elkins, member of Div. 44.

Philadelphia, Pa., Feb. 16, pulmonary tuberculosis, Bro. J. L. Richards, member of Div. 45.

Wilmington, Del., Feb. 7, asphyxiation, Bro. G. W. Barney, member of Div. 51.

Jersey City, N. J., Jan. 19, complications, Bro. Geo. Vanarsdale, member of Div. 53.

Mansfield, Mass., March 10, heart failure, Bro. Geo. H. Bragg, member of Div. 57.

Stonington, Conn., Feb. 12, hemorrhage of nose, Bro. Frederick W. Shalling, member of Div. 57.

Providence, R. I., Feb. 19, kidney trouble, Bro. Fred. L. Smith, member of Div. 57.

Albany, N. Y., Feb. 9, heart failure, Bro. A. B. Van Loon, member of Div. 63.

Milwaukee, Wis., Feb. 15, fractured skull, Bro. Arthur V. Mosher, member of Div. 66.

Mont Clare, Pa., Feb. 19, chronic nephritis, Bro. W. D. Lutz, member of Div. 74.

Reading, Pa., March 11, uremia, Bro. Wm. D. Yenger, member of Div. 75.

Colchester, Conn., Feb. 20, Bright's disease, Bro. G. O. Hall, member of Div. 77.

W. Springfield, Mass., Feb. 3, suicide, Bro. A. W. Randall, member of Div. 77.

Montreal, P. Q., Oct. 11, blood poisoning, Bro. Herbert Thompson, member of Div. 89.

Longueuil, P. Q., Feb. 9, pneumonia, Bro. Samuel Brickley, member of Div. 89.

Munising, Mich., Jan. 28, accidentally shot, Bro. Chas. L. Poff, member of Div. 94.

Lincoln, Nebr., Feb. 13, typhoid fever, Bro. E. E. Roesner, member of Div. 98.

Danville, Ill., March 4, paralysis, Bro. John Burns, member of Div. 100.

Oakland, Cal., March 4, struck by train, Bro. M. C. Rowan, member of Div. 110.

Brockville, Ont., Feb. 26, adhesion of bowels, Bro. E. Mortimer, member of Div. 118.

Muncie, Ind., Feb. 24, dropsy, Bro. Wm. Brobat, member of Div. 121.

Brightwood, Ind., Feb. 20, chronic nephritis, Bro. E. B. Hanna, member of Div. 121.

Tracy City, Tenn., March 9, stomach trouble, Bro. Matt Cope, member of Div. 129.

Indianapolis, Ind., Feb. 19, shock, Bro. Delmont Frisinger, member of Div. 143.

Dover, N. J., Feb. 8, pneumonia, Bro. Chas. R. Forrester, member of Div. 157.

Perry Hall, Md., March 11, paralysis and heart failure, Bro. A. N. Spamer, member of Div. 160.

Moncton, N. B., Feb. 27, kidney trouble, Bro. John H. Hackett, member of Div. 162.

Carbondale, Pa., Feb. 11, general breakdown, Bro. A. R. Simrell, member of Div. 168.

Scranton, Pa., Feb. 9, pneumonia, Bro. John W. Bayley, member of Div. 166.

Schenectady, N. Y., Feb. 23, myocarditis, Bro. F. Branthorpe, member of Div. 172.

Toronto, Ont., Feb. 5, old age, Bro. Ben L. Sweet, member of Div. 174.

Dallas, Texas, Feb. 12, heart failure, Bro. D. H. Tobin, member of Div. 177.

Oct. 29, tuberculosis, Bro. Geo. W. Stronbeck, member of Div. 178.

Huntington, W. Va., Feb. 27, engine turned over, Bro. Wm. A. Freutel, member of Div. 190.

Galveston, Texas, Feb. 27, boiler explosion, Bro. J. W. Harrison, member of Div. 194.

Chattanooga, Tenn., Feb. 18, struck by reverse lever, Bro. H. L. McCullough, member of Div. 198.

E. Macon, Ga., Dec. 18, pneumonia, Bro. J. E. Flanders, member of Div. 219.

Whitehall, N. Y., Feb. 21, intestinal nephritis, Bro. J. J. Coniff, member of Div. 217.

Texarkana, Texas, Feb. 14, general debility, Bro. J. H. Wilder, member of Div. 219.

Salt Lake City, Utah, Feb. 25, nephritis, Bro. Geo. B. Edgar, member of Div. 222.

Meridian, Miss., March 1, engine turned over, Bro. D. C. Corbitt, member of Div. 230.

Topeka, Kans., March 2, diabetes, Bro. Albert W. Tennyson, member of Div. 234.

Vancouver, Wash., Feb. 28, pernicious anemia, Bro. W. J. Hoag, member of Div. 238.

Knoxville, Tenn., March 2, heart failure, Bro. C. F. Black, member of Div. 239.

Bristol, Va., Feb. 26, killed, Bro. W. E. Horner, member of Div. 239.

Knoxville, Tenn., March 3, paralysis, Bro. C. L. Boyd, member of Div. 239.

Corning, N. Y., Feb. 10, heart disease, Bro. P. Maxner, member of Div. 244.

Evansville, Ind., Nov. 5, nephritis, Bro. John Fitzsimmons, member of Div. 246.

Wilkes Barre, Pa., Feb. 24, heart failure, Bro. Henry Murphy, member of Div. 263.

Asheville, N. C., Jan. 17, uremia, Bro. R. L. Francis, member of Div. 267.

Fairview, Pa., Feb. 19, dropsy, Bro. N. F. Richards, member of Div. 272.

Fulton, W. Va., Feb. 21, pneumonia and bronchial asthma, Bro. Thos. Boylan, member of Div. 284.

Meadow Brook, W. Va., Oct. 9, Bro. Walter Mauleby, member of Div. 284.

Los Angeles, Cal., Feb. 12, cancer, Bro. L. Buchanan, member of Div. 285.

Altoona, Pa., March 2, pneumonia, Bro. Conrad Knepley, member of Div. 287.

E. Syracuse, N. Y., Feb. 24, Bro. Chas. Fuller, member of Div. 288.

Pittsburg, Pa., Feb. 25, killed, Bro. A. A. Evans, member of Div. 293.

Pittsburg, Pa., Feb. 11, Bright's disease, Bro. Albert Daugherty, member of Div. 298.

Toronto, Ont., Oct. 19, paralysis, Bro. A. C. Wagner, member of Div. 295.

Toronto, Ont., Jan. 24, Bro. Wm. Morrison, member of Div. 295.

Green Bay, Wis., March 4, apoplexy, Bro. H. W. Jackson, member of Div. 297.

East Radford, Va., Feb. 16, general paralysis, Bro. J. P. French, member of Div. 301.

Roanoke, Va., Oct. 4, accidentally shot, Bro. W. H. Webb, member of Div. 301.

Chicago, Ill., Feb. 20, killed, Bro. John McInerney, member of Div. 302.

Pittsburg, Pa., March 4, Bro. B. M. Wynn, member of Div. 310.

Taunton, Mass., Feb. 8, effects of injuries, Bro. Chester T. Haskins, member of Div. 312.

Hazleton, Pa., Feb. 10, engine turned over, Bro. Benjamin Reynolds, member of Div. 316.

Cleveland, O., Feb. 10, pneumonia, Bro. Thomas Mehan, member of Div. 318.

Buffalo, N. Y., March 9, heart disease, Bro. John Schrufer, member of Div. 328.

Buffalo, N. Y., Feb. 26, apoplexy, Bro. Thos. Kean, member of Div. 328.

Mt. Vernon, O., Feb. 16, operation, Bro. John L. Stevens, member of Div. 328.

Portsmouth, Va., Feb. 21, Bro. R. L. Dongan, member of Div. 331.

Rutland, Vt., Feb. 15, anemia, Bro. A. H. Bashaw, member of Div. 347.

Somerset, Ky., Feb. 19, pneumonia, Bro. Frank Connors, member of Div. 363.

Pittsburg, Pa., March 5, chronic nephritis, Bro. Chas. Howell, member of Div. 370.

Springfield, Mo., Feb. 11, boiler explosion, Bro. Chas. M. George, member of Div. 378.

Buffalo, N. Y., Feb. 18, old age, Bro. Thos. Rutter, member of Div. 382.

Los Angeles, Cal., Feb. 6, diabetes, Bro. S. F. Henry, member of Div. 383.

Norfolk, Nebr., Feb. 16, Bro. C. S. Hill, member of Div. 389.

Williston, N. D., March 1, Bro. Wm. Wilkinson, member of Div. 392.

Fairbury, Nebr., Feb. 26, pneumonia, Bro. J. P. Morgan, member of Div. 431.

Murphysboro, Ill., Feb. 12, heart failure, Bro. Geo. H. Hammerschmidt, member of Div. 444.

Renovo, Pa., March 7, locomotor ataxia, Bro. Wm. Covert, member of Div. 465.

Vineland, N. J., Nov. 16, carbuncle, Bro. Daniel M. Peters, member of Div. 466.

Friendship, N. Y., Nov. 27, heart disease, Bro. Frank Hernandez, member of Div. 466.

New Orleans, La., Feb. 11, Bro. John Good, member of Div. 488.

Toledo, O., Feb. 16, pneumonia, Bro. Edmond O. Brown, member of Div. 493.

Kansas City, Kan., March 7, paresis, Bro. Harry Moffit, member of Div. 502.

Monett, Mo., Feb. 22, complications, Bro. H. R. Favor, member of Div. 507.

Parsons, Kan., Feb. 23, injuries received in derailment of engine, Bro. A. H. McDonald, member of Div. 517.

Newport News, Va., Jan. 1, pneumonia, Bro. Frank B. McCool, member of Div. 530.

Everett, Wash., Feb. 19, killed in runaway accident, Bro. Chas. A. Dean, member of Div. 540.

Lawrenceburg, Ind., March 5, senility, Bro. John Moran, member of Div. 546.

Cincinnati, O., March 9, apoplexy, Bro. J. D. Skeen, member of Div. 546.

Greensburg, Ind., Feb. 7, paralysis, Bro. Daniel Sheehy, member of Div. 546.

Delphos, O., Feb. 9, typhoid pneumonia, Bro. P. A. Powell, member of Div. 550.

Houghton, Mich., Dec. 23, inflammation of brain, Bro. R. Letcher, member of Div. 564.

Chicago, Ill., Feb. 12, pneumonia, Bro. Wm. Abrams, member of Div. 580.

Hugo, Okla., Feb. 15, pneumonia, Bro. A. T. Butler, member of Div. 638.

Corry, Pa., Dec. 23, paralysis, Bro. C. W. Smail, member of Div. 656.

Brandon, Man., Oct. 16, killed in action in France, Bro. G. A. Landstrom, member of Div. 667.

Atlanta, Ga., Feb. 15, asthma, Bro. F. L. Carmichael, member of Div. 684.

Elizabeth, N. J., Feb., heart disease, Bro. N. C. Rhodes, member of Div. 688.

Bluffton, Ind., Feb. 16, Bro. Hugh Studebaker, member of Div. 708.

Binghamton, N. Y., Feb. 16, cerebral hemorrhage, Bro. John H. Cooper, member of Div. 709.

Indianapolis, Ind., March 5, pneumonia, Bro. Thos. A. Wren, member of Div. 712.

Columbus, Miss., Dec. 27, arterio sclerosis, Bro. W. H. Coburn, member of Div. 719.

Rensselaer, N. Y., Feb. 10, Bro. F. J. Tully, member of Div. 752.

Stroudsburg, Pa., Nov. 12, killed in wreck, Bro. J. E. Deamond, member of Div. 760.

Fitzgerald, Ga., Jan. 29, pneumonia, Bro. J. R. Carney, member of Div. 769.

Manchester, Ga., Jan. 5, chronic nephritis, Bro. John T. Hennessy, member of Div. 779.

Marceline, Mo., Jan. 27, apoplexy, Bro. Chas. F. Beckman, member of Div. 806.

Kansas City, Kan., Feb. 15, Mrs. Lottie Nelson, wife of Bro. J. F. Nelson, member of Div. 864.

Gallatin, Tenn., Feb. 1, Mrs. Caroline V. Fidler, wife of the late Wm. Fidler, and mother of W. W. Fidler, member of Div. 614.

Cloverport, Ky., Jan. 8, Mr. R. S. Skillman, father of Bro. W. L. Skillman, member of Div. 485.

Orrville, O., Jan. 31, Mrs. Hannah J. Harkness, wife of Bro. Wm. Harkness, member of Div. 741.

Monroe, N. Y., Jan. 7, Bernard J. Schilling, father of Bro. John A. Schilling, member of Div. 171.

Pittsburg, Pa., March 8, pneumonia, Josiah George, father of Bros. J. O. George, member of Div. 772, and W. E. George, member of Div. 464.

Peoria, Ill., March 13, Mrs. Mary A. White, widow of the late Bro. Wm. White, of Div. 417.

#### ADMITTED BY TRANSFER CARD

##### Into Division—

- 1—Jas. J. King, from Div. 2.
- 5—D. H. Bentley, from Div. 283.
- 66—Henry L. Kent, from Div. 294.
- 76—Walter Mullin, from Div. 535.
- 88—J. A. Ford, from Div. 430.
- 103—R. M. Warner, from Div. 706.
- 144—W. J. Little, from Div. 470.
- 159—Geo. D. Miller, from Div. 605.
- 179—E. S. Hoeler, from Div. 366.
- 220—F. E. Ashbury, from Div. 19.
- 253—W. W. Nickols, from Div. 123.
- 263—L. D. Schollenburger, from Div. 166.
- 283—R. A. Peterson, from Div. 692.
- 298—Chas. Fitzmaurice, from Div. 665.
- 324—Wm. E. Clinkenbeard, from Div. 228.
- 325—John J. Roth, from Div. 310.
- 355—J. P. McAnany, from Div. 750.
- 470—H. Steppe, from Div. 50.
- 375—J. L. Armstrong, from Div. 84.
- 392—George Boisselle, from Div. 660.
- 440—R. L. Crandlemire, John A. Decker, John Carlsson, E. W. Dixon, from Div. 588.
- A. Carigman, from Div. 40.
- H. P. Dennis, from Div. 308.
- 498—E. C. Lucas, from Div. 291.
- J. W. Martin, from Div. 85.
- 504—John T. Bywater, from Div. 392.
- 510—J. C. Wilson, from Div. 823.
- 520—Roy B. Madison, from Div. 261.
- H. E. Jones, from Div. 271.
- 542—A. L. Gridley, from Div. 31.
- 578—W. P. Gillies, from Div. 261.
- R. H. Francis, from Div. 638.
- R. R. Marler, from Div. 767.
- 582—E. B. Oliver, from Div. 253.
- 615—C. L. Adams, from Div. 591.
- 627—Martin O'Malley, from Div. 298.
- A. L. Hartzell, Jas. G. Albright, from Div. 306.
- 629—J. E. Dillon, J. E. Kemper, J. H. Mason, from Div. 665.
- 704—A. M. Joiner, from Div. 786.
- 734—Emmett Christol, from Div. 251.
- 739—A. A. Smith, from Div. 806.
- 743—J. F. Harrison, from Div. 591.
- 761—J. M. Seig, from Div. 563.
- 772—R. F. Jackson, from Div. 406.
- Roy P. Loughry, from Div. 323.

- 779—J. H. Carr, from Div. 113.  
 779—C. O. Newton, from Div. 682.  
 796—R. A. Acton, from Div. 848.  
 817—Jas. Turner, from Div. 864.  
 826—S. Risa, from Div. 817.  
     G. S. Hartwell, from Div. 832.  
     Chas. D. Bradshaw, from Div. 583.  
 828—David Cross, from Div. 525.  
 836—Fred W. Blum, Geo. T. Warrington, from Div. 801.  
 838—A. F. Norstrum, from Div. 290.  
 856—F. O. Swockhamer, O. Q. Powers, L. P. Smyth, from Div. 820.  
 870—M. B. Smith, from Div. 222.  
     Wm. Furchner, J. A. Peterson, from Div. 324.  
     Chas. E. McGee, E. J. Cripps, R. D. Rucker,  
     B. C. Proctor, Thos. Malee, John M. Congrove  
     Thor. M. Thomson, Wm. P. Whitaker, from  
     Div. 228.

## WITHDRAWALS

## From Division—

- 5—S. Slusher.  
 29—W. G. Pennington.  
 297—M. J. Laluzerne.  
 408—G. H. Walker.  
 496—Walter Morgan.

## From Division—

- 615—H. L. Ritchley.  
 644—Geo. J. Estes.  
 712—I. N. Perry.  
 720—N. Lock.

## REINSTATEMENTS

## Into Division—

- 74—B. L. Smith.  
 183—J. W. Roudabaugh.  
 226—F. J. Moore.  
 243—Donald McLaren.  
 264—A. F. Stewart.  
 290—J. P. Stetrom.  
 296—James Boyd,  
     Geo. Holloway.  
 387—W. P. Mathews.  
 402—Geo. W. Kilbury.  
 410—P. Drennon.  
 440—Owen L. Chase.  
 478—L. A. Enoch.

## Into Division—

- 490—J. J. Gallagher.  
 539—D. E. Fitzgerald.  
 627—D. L. Johnson.  
 640—J. H. Boettner.  
 706—W. M. Emerson.  
 707—Jas. S. Cameron.  
 723—J. E. Copeland.  
 777—J. I. Sullivan.  
 788—F. C. Van Winkle.  
 801—J. E. Fitzgerald.  
 818—C. E. Anderson.  
 863—W. R. Davis.

## EXPELLED

## FOR NON-PAYMENT OF DUES

## From Division—

- 1—A. E. Ballard.  
 11—W. H. Richter.  
 12—L. P. Galland,  
     Earl Smith.  
 14—A. R. Dell.  
 16—J. H. Dunham.  
 24—C. E. Stratton,  
     James Hollands.  
 28—C. W. Wilcox.  
 30—Bernard McMahon.  
 38—H. H. Gibson.  
 40—A. W. Thompson.  
 46—Samuel H. Hull.  
 56—Jas. Huber.  
 59—W. E. Fike,  
     Frederick Kampfer.  
 60—Frank Gray.  
 66—Joseph Sulzer.  
 70—Wm. E. Westlake.  
 77—H. G. Preston,  
     Roy Martin,  
     B. H. Cornell.  
 85—T. M. Glenn.  
 87—Joseph Lentz.  
 100—Wm. McCammon.  
 107—Gus Rogers,  
     J. P. Evans.  
 113—Frank P. Robinson.  
 124—J. L. Frericks.  
 126—F. L. Woody.  
 144—R. Arundel.  
 145—F. McCarthy.  
 147—C. McDevitt.  
 156—J. S. Fleming,  
     Chas. Warren,  
     W. F. Taylor,  
     Chas. H. Renaker.

## From Division—

- 156—A. L. Frasier.  
 191—B. M. Beers,  
     H. E. Parker.  
 194—R. A. G'Sell.  
 196—I. W. Brister.  
 197—W. J. Corbett.  
 222—T. J. Buckley.  
 225—W. B. Angle,  
     T. J. Cundiff.  
 228—Ben F. Green.  
 230—Jos. Bezonl,  
     J. R. Akridge,  
     G. B. Manning.  
 231—W. L. Brooker.  
 237—W. S. Brundidge,  
     W. H. Malone.  
 239—J. W. Russell.  
 241—H. A. Werner,  
     J. C. Lang,  
     S. J. Jacobson.  
 246—J. M. Clark.  
 253—J. J. Maher, Jr.  
 300—A. T. Snodgrass.  
 263—Jos. Keller,  
     Wm. H. Mills,  
     Fred Luckey,  
     John McBride.  
 264—A. D. Walker.  
 276—W. H. Fowler.  
 286—F. E. Bates.  
 286—Wm. P. Clements.  
 298—E. C. Williams.  
 298—A. P. Loughran.  
 302—P. J. Conley,  
     H. B. Litts.  
 303—Burton Nye.  
 306—C. W. Burke.

## From Division—

- 307—Frank Brice.  
 309—H. J. Dagne.  
 312—W. E. Hastings.  
 327—A. S. Lagrange,  
     C. H. Saltzman.  
 328—A. Tobias.  
 339—E. W. Burbee.  
 343—J. W. Bagby.  
 344—H. Ellis.  
 348—C. E. Perry,  
     S. A. Zesewitz.  
 355—C. Williamson.  
 360—E. C. Camp.  
 366—A. B. Chopin,  
     C. C. Scott.  
 368—C. Leatherwood.  
 388—Omer Carrier.  
 396—W. H. Hutchings,  
     J. W. Jasper.  
 411—W. J. Head.  
 412—John A. Bradley.  
 423—C. D. Porter.  
 427—W. J. Williams,  
     J. H. Cannan.  
 429—N. Colelar.  
 432—F. P. Dickert.  
 451—H. S. Smith.  
 463—Wm. Parkey,  
     Floyd Rice,  
     Geo. A. Martin.  
 487—W. S. Ferguson.  
 499—John Craig.  
 500—J. A. Kahler.  
 518—Wm. J. Graham.  
 519—G. H. Poole.  
 520—L. H. Snyder.  
 536—H. J. Darton,  
     H. V. Langlois.  
 538—Daniel Rollison.  
 539—H. A. McFarland,  
     Jas. McCormick.  
 544—Chas. Schilling.  
 546—N. B. Davis.  
 556—W. L. Phillips,  
     W. C. Bennett.

## From Division—

- 572—Leo Dubray.  
 588—E. A. Frasier,  
     D. F. Champion,  
     S. E. Hagerman,  
     H. M. Perry,  
     C. A. Hay.  
 598—A. C. Brown.  
 600—H. T. Birks.  
 606—Frank Rine.  
 613—P. Gentlemen.  
 621—H. C. Shriner,  
     C. E. Johnson.  
 622—D. E. Dunaway,  
     J. A. Plummer,  
     E. S. Routh,  
     C. H. Rockey.  
 625—C. A. Tierney.  
 632—C. A. Curtis,  
     Osceola Russell.  
 634—M. Coffelt.  
 636—J. P. Hill.  
 638—L. T. Norwood.  
 645—C. J. Ferris.  
 651—W. W. Talley.  
 655—J. Redden.  
 660—O. L. Peiffer,  
     J. O. Cram,  
     F. I. Chamberlain.  
 671—L. W. Englehart.  
 672—H. J. George.  
 678—Chas. Strahn.  
 688—Wm. Snyder.  
 692—C. Barnum.  
 708—E. W. Miller.  
 706—J. H. Morris.  
 711—H. J. Romine.  
 712—F. L. Curry.  
 720—F. P. Jones.  
 757—H. D. Leslie.  
 769—J. C. Brown.  
 770—W. A. Thomson.  
 836—H. A. Dart.  
 841—B. L. Weatherford.  
 861—O. C. McCormick.

## FOR OTHER CAUSES

## From Division—

- 4—B. D. Wood, forfeiting insurance.  
 18—Ward J. Wood, Harry S. Howland, forfeiting insurance.  
 30—Jacob Vanatta, violation Sec. 52, Statutes.  
 44—Jas. Powers, forfeiting insurance.  
 66—Fred E. Miller, forfeiting insurance.  
 97—W. J. Williams, forfeiting insurance.  
 114—H. F. McCardell, forfeiting insurance and violation Sec. 85, Statutes.  
 183—Lawrence Quealey, forfeiting insurance and violation of obligation.  
 306—A. B. Carley, forfeiting insurance.  
 223—W. S. Weathers, violation Sec. 52, Statutes.  
 256—H. E. Heira, forfeiting insurance.  
 277—J. E. McMurren, forfeiting insurance.  
 358—Geo. Wagner, forfeiting insurance.  
 370—S. W. Miller, violation Sec. 52, Statutes.  
 418—A. D. Stickney, violation Sec. 54, Statutes.  
 508—W. W. Peterson, forfeiting insurance.  
 516—G. N. Douty, forfeiting insurance.  
 546—Chas. F. Glazier, forfeiting insurance.  
 583—R. C. Young, not corresponding with Division.  
 589—Harry A. Paulding, J. J. Moriarity, E. H. Ma-  
     goon, forfeiting insurance.  
 607—E. J. Thompson, forfeiting insurance.  
 644—Geo. F. Cebert, forfeiting insurance.  
 659—Walter A. Cole, forfeiting insurance.  
 670—L. E. Bradfield, forfeiting insurance.  
 697—T. E. Colson, forfeiting insurance.  
 704—M. R. Garcia, forfeiting insurance.  
 740—Geo. Plum, P. J. Collins, Peter Bontz, fail-  
     ing to correspond with Division.  
 742—S. Jasperson, forfeiting insurance.  
 756—James Cody, forfeiting insurance.  
 760—Frank K. Wilson, violation of obligation.  
 771—Wm. T. White, forfeiting insurance.  
 776—Geo. Middlekauf, non-payment of insurance.  
 787—W. D. Lewis, forfeiting insurance.  
 829—C. B. Kinniard, violation of obligation.



## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 982-986

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, April 1, 1917.

Dear Sirs and Bros.—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
904	W. H. Trimmer...	55	19	Apr. 9, 1900	Jan. 24, 1917	Killed	\$1500	Alice E. Trimmer, w
905	Isaiah Clem...	58	12	Apr. 13, 1890	Feb. 16, 1917	Bronchial pneumonia	3000	Clara Clem, w.
906	F. T. Carmichael...	43	684	Sept. 20, 1914	Feb. 15, 1917	Asthma	3000	Laura Wofford, s.
907	C. B. Smith...	58	513	Aug. 11, 1880	Nov. 17, 1915	Blind left eye	3000	Self.
908	Geo. Van Arsdale...	53	53	Mar. 12, 1885	Feb. 15, 1917	Chrc interst'neph'ts	3000	Elmira Van Arsdale, w
909	Jas. J. Jeffries...	43	457	Feb. 12, 1882	Jan. 31, 1917	Pneumonia	3000	Flor'ce E. Jeffries, d
910	C. T. Haskins...	48	312	Mar. 9, 1902	Feb. 9, 1917	Killed	1500	Annie Haskins, w.
911	A. W. Randall...	59	77	Nov. 16, 1902	Feb. 3, 1917	Suicide	750	Carrie Randall, w.
912	Samuel Brickley...	47	89	Dec. 23, 1889	Feb. 9, 1917	Pneumonia	1500	Children.
913	A. T. Alexander...	47	478	Aug. 22, 1889	Feb. 12, 1917	Dilatation of heart	4500	Rose Alexander, w.
914	Alva T. Butler...	52	638	Feb. 6, 1911	Feb. 15, 1917	Pneumonia	1500	Martha E. Butler, w.
915	D. H. Tobin...	48	177	June 20, 1900	Feb. 12, 1917	Heart failure	3000	Cecile M. Tobin, d.
916	John K. Harris...	53	15	June 12, 1885	Feb. 11, 1917	Killed	4500	Daughters.
917	A. H. Bashaw...	34	347	Nov. 26, 1892	Feb. 15, 1917	Pernicious anaemia	1500	Anna Bashaw, w.
918	E. E. Roesser...	38	98	Aug. 16, 1909	Feb. 13, 1917	Typhoid fever	1500	Martha Roesser, w.
919	Wm. I. Hall...	49	83	Jan. 26, 1903	Jan. 12, 1917	Killed	3000	Eta Hall, w.
920	Chas. S. Hill...	49	389	Aug. 20, 1900	Feb. 16, 1917	Heart failure	3000	Maud Hill, w.
921	Geo. C. Allen...	66	156	Apr. 3, 1884	Feb. 2, 1917	Angin pectoris	3000	Margaret Allen, w.
922	F. J. Walker...	61	500	Sept. 8, 1891	Feb. 17, 1917	Heart disease	1500	Kate Walker, w.
923	H. L. McCullough...	37	198	July 13, 1913	Feb. 18, 1917	Killed	1500	Mar't McCullough, w.
924	A. C. Whitton...	40	624	June 26, 1911	Dec. 24, 1916	Killed	3000	Dorothea Whitton, w
925	E. J. Heller...	60	659	Nov. 18, 1890	Jan. 26, 1916	Blind right eye	3000	Self.
926	L. Buchanan...	55	285	Nov. 18, 1896	Feb. 12, 1917	Cancer of liver	4500	Mary Buchanan, w.
927	John L. Stevens...	71	328	June 21, 1883	Feb. 16, 1917	Opt'n rem'l prostegid	3000	Lucy A. Stevens, w.
928	John H. Cooper...	68	709	June 14, 1889	Feb. 16, 1917	Apoplexy	3000	Bessie L. Roberts, n.
929	J. McInerney...	29	302	May 11, 1912	Feb. 20, 1917	Killed	1500	Annie McInerney, m.
930	J. W. Norton...	63	201	Apr. 12, 1901	Feb. 2, 1917	Pneumonia	4500	Wife and daughter.
931	F. E. Chubbuck...	63	203	Apr. 12, 1891	Feb. 24, 1917	Cancer of bowels	1500	Mary I. Chubbuck, w
932	Arthur Neal...	34	240	Nov. 19, 1914	Feb. 1, 1917	Typhoid fever	1500	Nellie Neal, w.
933	John Hackett...	54	162	June 7, 1900	Feb. 22, 1917	Bright's disease	1500	Lena Hackett, w.
934	M. F. Richards...	57	272	June 7, 1909	Feb. 19, 1917	Dropsy	1500	Irene V. Richards, d.
935	N. C. Rhodes...	62	688	Apr. 11, 1881	Feb. 26, 1917	Heart disease	3000	Kate A. Baird, d.
936	Ed Weddle...	32	788	Aug. 1, 1911	Feb. 23, 1917	Killed	1500	Bonnie Weddle, w.
937	J. V. Quisenberry...	43	101	Mar. 21, 1904	Feb. 27, 1917	Killed	4500	A. G. Quisenberry, w.
938	W. A. Freutel...	59	190	Mar. 21, 1891	Feb. 27, 1917	Killed	3000	Annie L. Freutel, w
939	R. L. Francis...	50	267	Aug. 8, 1892	Jan. 17, 1917	Uraemia	3000	Maggie A. Francis, w
940	Thos. Kean...	54	328	Mar. 6, 1908	Feb. 26, 1917	Apoplexy	1500	Children
941	E. B. Hanna...	57	121	Mar. 4, 1904	Feb. 20, 1917	Nephritis	1500	Ella R. Hanna, w.
942	F. W. Bussey...	50	364	May 5, 1914	Jan. 3, 1917	Dilatation of heart	1500	Mary R. Bussey, w.
943	Frank Connors...	48	363	Feb. 5, 1891	Feb. 19, 1917	Pneumonia	3000	Mary Carter, s.
944	A. H. McDonald...	53	517	Apr. 25, 1892	Feb. 28, 1917	Killed	3000	Lillie B. McDonald, w
945	Geo. B. Edgar...	87	222	Apr. 11, 1887	Feb. 25, 1917	Nephritis	1500	Sons
946	E. A. Bowen...	74	364	Feb. 24, 1882	Feb. 21, 1917	Heart disease	3000	Frances E. Bowen, w
947	Jos. F. Graves...	46	456	Nov. 3, 1909	Mar. 4, 1917	Nephritis	1500	Clara F. Graves, w.
948	J. R. Vansant...	48	214	July 29, 1898	Mar. 3, 1917	Nephritis	1500	Kate Vansant, w.
949	E. W. Church...	79	398	Jan. 10, 1887	Feb. 21, 1917	Pneumonia	1500	Cecilia Church, w.
950	H. Studabaker...	51	708	Jan. 18, 1900	Feb. 16, 1917	Heart disease	1500	Nora Studabaker, s.
951	F. Brandhorst...	69	172	Apr. 22, 1896	Feb. 23, 1917	Myocarditis	1500	Mary Brandhorst, w.
952	J. P. French...	62	301	Apr. 18, 1895	Feb. 16, 1917	Paralysis	3000	Mrs. J. P. French, w.
953	E. O. Brown...	60	498	Nov. 20, 1888	Feb. 16, 1917	Pneumonia	1500	Jessie J. Brown, w.
954	A. W. Tennyson...	41	234	Aug. 16, 1910	Mar. 2, 1917	Diabetes	1500	Anna E. Tennyson, w
955	Geo. W. Goodroad...	79	478	May 14, 1887	Feb. 21, 1917	Paralysis	4500	Daughters.
956	D. C. Corbitt...	56	230	Aug. 27, 1896	Mar. 1, 1917	Killed	3000	Delia Corbitt, w.
957	Jos. H. Wood...	35	77	Jan. 9, 1910	Mar. 2, 1917	Legs amputated	1500	Self.
958	C. L. Boyd...	59	239	May 9, 1890	Mar. 3, 1917	Apoplexy	4500	Ida T. Boyd, w.
959	G. A. Trudeau...	44	474	June 25, 1905	Mar. 3, 1917	General peritonitis	1500	Daisy T. Trudeau, w.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
960	Chas. Howell.....	53	370	Jan. 4, 1892	Mar. 5, 1917	Chronic nephritis....	\$1500	Ella M. Howell, w.
961	Eugene Wood.....	43	12	Feb. 15, 1914	Feb. 27, 1917	Heart failure.....	3000	Lily M. Wood, w.
962	D. Frisinger.....	48	143	Dec. 5, 1904	Feb. 19, 1917	Lobar pneumonia....	1500	Amos L. Roop, n.
963	B. M. Wynn.....	39	310	Dec. 20, 1903	Mar. 4, 1917	Lobar pneumonia....	1500	Lydia C. Wynn, m.
964	John Moran.....	75	546	Feb. 10, 1869	Mar. 4, 1917	Uremic poisoning....	3000	Bridget Moran, w.
965	Wm. Flyd.....	54	36	Mar. 21, 1891	Feb. 20, 1917	Killed.....	3000	Mary A. Floyd, w.
966	Chas. Seib.....	49	232	Jan. 29, 1900	Dec. 8, 1916	Killed.....	1500	Lawful heirs.
967	Wm. Moxam.....	58	33	May 26, 1907	Feb. 17, 1917	Heart disease.....	1500	Lucy E. Moxam, w.
968	Jas. G. Dakin.....	54	145	Sept. 15, 1900	Jan. 12, 1917	Hemorrhage of liver.	3000	Daughter and sister.
969	Wm. Dyer.....	49	188	Sept. 16, 1906	Jan. 31, 1917	Hardening of arteries	1500	Hannah Dyer, w.
970	Thos. Williams.....	60	29	Sept. 22, 1902	Feb. 15, 1917	Cancer of stomach..	1500	Maggie Williams, w.
971	Wm. D. Lutz.....	65	74	Mar. 3, 1889	Feb. 19, 1917	Nephritis.....	1500	Mary E. Lutz, w.
972	F. T. Smith.....	47	57	Jan. 18, 1902	Feb. 19, 1917	Nephritis.....	1500	Mary J. Smith, w.
973	Jas. J. Coniff.....	55	217	Jan. 1, 1890	Feb. 21, 1917	Nephritis.....	1500	Children.
974	Thos. Boylan.....	80	284	Apr. 2, 1886	Feb. 21, 1917	Pneumonia.....	3000	Executor.
975	Wm. Brobst.....	48	121	Apr. 29, 1898	Feb. 24, 1917	Myocarditis.....	1500	Helen Brobst, w.
976	J. P. Mergen.....	41	431	Apr. 1, 1903	Feb. 26, 1917	Pneumonia.....	3000	Father, wife & child'n
977	W. E. Horner.....	53	239	July 25, 1892	Feb. 26, 1917	Killed.....	1500	Ella Horner, w.
978	J. W. Harrison.....	42	194	Feb. 11, 1916	Feb. 27, 1917	Killed.....	1500	Lillian B. Harrison, w
979	W. J. Hoag.....	46	238	Aug. 14, 1904	Feb. 28, 1917	Pernicious anaemia..	3000	Carrie Hoag, w.
980	W. T. Wilkinson.....	52	392	Apr. 21, 1892	Mar. 1, 1917	Mitral stenosis.....	1500	Amy Wilkinson, w.
981	Chas. F. Black.....	39	239	Oct. 22, 1906	Mar. 2, 1917	Angina pectoris.....	3000	Melda L. Black, w.
982	Geo. L. Blood.....	65	419	May 21, 1899	Mar. 3, 1917	Pneumonia.....	1500	Lillian E. Blood, w.
983	H. W. Jackson.....	60	297	June 9, 1890	Mar. 4, 1917	Uraemia.....	3000	Jannette Jackson, w
984	John Schrufer.....	40	328	Dec. 15, 1909	Mar. 9, 1917	Mitral insufficiency..	3000	Father and mother.
985	A. N. Spamer.....	65	160	Nov. 2, 1890	Mar. 11, 1917	Paralysis.....	3000	Nannie A. Spamer, w
986	Chas. L. Cowen.....	43	25	Dec. 11, 1904	Mar. 14, 1917	Uraemic poisoning..	1500	Sarah A. Cowen, m.

Total number of death claims 80 / 83  
Total number of disability claims 3 /

Total amount of claims, \$194,250.00

### Financial Statement

CLEVELAND, O., March 1, 1917.

#### MORTUARY FUND FOR FEBRUARY

Balance on hand February 1, 1917.....	\$226,038 45
Received by assessments Nos. 681-85 and back assessments.....	\$193,478 46
Received from members carried by the Association.....	4,432 30
Interest.....	549 14
	<hr/>
	\$208,459 90
	<hr/>
	\$208,459 90

Total.....	\$429,496 35
Paid in claims.....	276,182 98

Balance on hand February 28.....	\$153,315 42
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#### SPECIAL MORTUARY FUND FOR FEBRUARY

Balance on hand February 1.....	\$753,721 64
Received in February.....	23,065 61
	<hr/>
Balance on hand February 28.....	\$776,777 25

#### EXPENSE FUND FOR FEBRUARY

Balance on hand February 1.....	\$92,509 27
Received from fees.....	\$ 233 75
Received from 2 per cent.....	4,609 13
	<hr/>
	\$ 4,842 88
	<hr/>
	4,842 88
Total.....	\$ 97,352 15
Expenses for February.....	3,575 61
	<hr/>
Balance on hand February 28.....	\$93,776 54

### Statement of Membership

FOR FEBRUARY, 1917

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Jan. 31, 1917.....	1,509	42,980	120	19,819	5	4,535
Applications and reinstatements received during the month.....	..	176	1	54	..	10
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Totals.....	1,509	43,156	121	19,873	5	4,545
From which deduct policies terminated by death, accident, or otherwise.....	9	126	..	58	..	14
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total membership February 28, 1917.....	1,500	43,030	121	19,815	5	4,531
Grand total.....						69,002

## WEEKLY INDEMNITY CLAIMS PAID MARCH 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
398	196	R. M. Benjamin.....	\$22 86	472	500	C. G. Beard.....	\$14 29
399	379	Wm. Buckley.....	31 43	473	538	Leonard J. Buehler.....	10 71
400	3	E. H. Kruse.....	120 00	474	141	E. C. Healey.....	30 00
401	190	W. A. Dulaney.....	22 86	475	737	James Clyde.....	3 57
402	3	Edw. A. Minchin.....	36 43	476	301	W. R. Gerald.....	42 86
403	317	Alfred T. Rollins.....	42 87	477	80	O. A. Perry.....	180 00
404	241	William Frazer.....	141 45	478	634	Thomas Smith.....	162 87
405	260	J. C. Riebel.....	21 43	*479	338	T. A. Lyons, Adv.....	290 00
406	548	D. A. Crawford.....	17 14	480	724	B. Bush.....	31 43
407	820	John Law.....	77 14	481	842	Frank O'Gara.....	30 00
408	400	James Rolston.....	54 29	482	645	Otto Danziger.....	22 86
409	400	Andrew J. Wood.....	42 86	483	177	George Gerwick.....	100 00
410	19	George W. Wheatley.....	40 00	484	615	H. A. Huddleston.....	8 57
411	427	Sylvester Hinds.....	90 00	485	66	Edw. Henratty.....	25 71
412	499	P. P. Kutzman.....	60 00	486	738	G. C. Moore.....	54 29
413	834	W. J. McKenna.....	60 00	487	585	G. T. Holman.....	48 57
414	239	Edward T. Dance.....	40 00	488	448	T. H. Wilson.....	34 29
415	206	Fred A. Hannie.....	131 43	489	186	John Richert.....	31 43
416	738	Robert Meeks.....	20 00	490	72	Chas. A. Hudson.....	10 00
417	44	Henry Mueller.....	51 43	491	72	C. E. Smith.....	38 57
418	181	C. A. Owen.....	34 29	492	27	S. Reed Brown.....	70 00
419	671	Frank Welliver.....	51 43	493	3	John W. Hunt.....	51 43
420	559	Arthur M. Nance.....	80 00	494	267	T. N. Howell.....	45 00
421	93	J. B. Good.....	25 71	495	674	Fred W. Bross.....	54 29
422	304	Peter C. Greiner.....	128 57	496	536	E. W. Shatto.....	51 43
423	301	E. M. Leslie.....	40 00	497	504	Thomas E. Nicholson.....	154 29
424	554	Peter C. Ring.....	20 00	498	448	M. M. Tabor.....	64 29
425	602	G. H. Todd.....	18 57	499	391	Thos. E. Kelley.....	45 00
426	739	Paul Underwood.....	42 86	500	278	O. J. Bordwell.....	160 00
427	568	C. F. McComas.....	8 57	501	471	C. R. Custard.....	62 86
428	803	J. H. Googg.....	20 00	502	218	F. H. Miller.....	45 71
429	10	Thos. F. Murphy.....	58 57	503	863	Ed Pickett.....	40 00
430	66	John Doherty.....	34 29	504	471	O. E. Torrey.....	22 86
431	409	C. W. Thompson.....	11 43	505	769	Ira Bass.....	40 00
432	27	J. F. Waddington.....	82 86	506	11	A. J. Schaar.....	36 43
433	66	W. B. Higgins.....	17 14	507	27	J. Wm. Meyer.....	28 57
434	66	E. J. Manion.....	27 86	508	155	A. G. Brunner.....	62 86
435	66	Charles E. Mills.....	192 87	509	208	Joseph P. Krause.....	75 00
436	347	Wm. E. Sweeney.....	24 29	510	29	Walter S. Lay.....	40 00
437	471	W. A. Knedler.....	31 43	511	271	E. A. Lyman.....	42 86
438	713	F. L. Rager.....	66 43	512	336	L. T. Burton.....	40 00
439	251	W. P. Barton.....	74 29	513	507	Jas. M. Mulhall.....	62 86
440	511	J. R. Cooper.....	19 29	514	600	Owen Murphy.....	38 57
441	362	Peter J. Thieson.....	60 00	515	600	Oliver Richardson.....	72 86
442	260	E. R. Metcalf.....	85 71	516	544	Fred Kirchgraber.....	50 00
443	473	Ed Douglas.....	20 00	517	672	John T. Mee.....	154 29
444	141	John M. Hinchey.....	20 00	518	523	M. J. Gannon.....	245 71
445	197	H. Murray.....	134 29	519	336	W. A. Rader.....	88 57
446	556	John E. Book.....	25 71	520	365	Kelly W. Frazier.....	208 57
447	177	M. McComas.....	184 29	521	93	A. Stevenson.....	100 00
448	484	J. W. Coyne.....	17 14	522	177	Charles R. Williams.....	160 00
449	484	D. Hammond.....	90 00	523	213	Chas. Seeley.....	100 00
450	491	J. B. Cox.....	171 43	524	507	F. E. Moad.....	128 57
451	786	Stonewall J. Hays.....	34 29	525	495	Carter Jones.....	48 57
452	200	Sam A. McCormac.....	19 29	526	460	Frank Rauh.....	19 29
453	423	Isaac Wilson.....	82 86	527	3	W. F. Storey.....	37 14
454	680	George H. Lowe.....	30 00	*528	121	P. A. Quigley, Adv.....	60 00
455	309	S. C. Thornton.....	60 00	*245	498	Garry H. Hall, Adv.....	100 00
456	372	M. H. Ott.....	50 00	*357	301	J. R. Spaulding, Bal.....	10 71
457	19	Wm. C. Gibbons.....	160 00	*219	48	J. L. Pate, Bal.....	185 71
458	29	J. C. Matthes.....	54 29	240	267	P. C. Robey, Bal.....	102 86
459	66	John W. Heiderich.....	45 00	*915	39	Peter Adrick, Adv.....	100 00
460	267	O. A. Stevenson.....	68 57	*781	47	Ira O. Jones, Adv.....	100 00
*461	386	George McLaughlin, Adv.....	125 00	*949	66	Chas. A. Robinson, Adv.....	65 00
462	309	J. L. McCauley.....	80 00	*779	267	Thos. B. C. Knight, Adv.....	150 00
463	327	George A. Clark.....	125 71	*543	212	James Costlow, Adv.....	90 00
464	431	Edw. A. Mowry.....	25 71	*203	19	Frank S. Padgett, Adv.....	175 00
465	392	J. M. Brickey.....	45 71	*818	210	J. L. Fickling, Adv.....	150 00
466	527	George Deuel.....	30 00	*358	382	C. A. Hessler, Adv.....	100 00
467	369	Wm. F. Bens.....	40 00	*110	220	L. W. Hornbeck, Adv.....	170 00
468	86	George M. Nelson.....	51 43	109	746	Gowin Wilson, Bal.....	254 29
469	10	John Hoffman.....	40 71	*153	100	A. R. Ayers, Adv.....	70 00
470	731	Riley Wilson.....	34 29	*247	568	Timothy Monahan, Bal.....	57 14
471	332	A. S. Poundstone.....	48 57				

\$10,152 98 10,152 98

Total number of Weekly Indemnity Claims, 130.

\*Number of Advance Payments on Claims, 14.

\*\*Claims reopened, 3.

## INDEMNITY DEATH AND DISABILITY CLAIMS PAID MARCH 1, 1917.

Claim	Div.	Name	Amt. Paid	
191	66	Arthur V. Mosher.....	\$1,050 00	
192	83	William I. Hall.....	420 00	
			\$1,470 00	\$1,470 00
Total number of Indemnity Death and Disability Claims, 2.				\$11,622 98
Weekly Indemnity Claims paid from December 1, 1906, to February 1, 1917			\$875,676 84	
Indemnity Death and Disability Claims paid from April 1, 1907, to Feb. 1, 1917.....			330,194 28	
			\$1,205,871 12	\$1,205,871 12
				\$1,217,494 10

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, Niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH,  
PresidentC. E. RICHARDS,  
Gen'l Sec'y and Treas.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

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# The Man, The Watch and The Locomotive

An Excerpt from a Speech by

**CHARLES FULTON LOCKHART**

Author

## Practical and Technical Locomotive Engineering Books

The watch is as much a part of the equipment of a locomotive as is the Engineer, and must be just as reliable and efficient in the performance of its duties. It is the duty of a watch that it keep and show the correct time at all times, and it is the duty of the Engineer that he run and control the movement of his train by the time which his watch shows. If the watch fails in its duty the results would be the same as if the Engineer should fail in his.

Such failure oftentimes results not only in damage to property but in personal injury and death. Realizing therefore the necessity of having our locomotives equipped with the latest and most improved safety devices, I have made a thorough examination of several high class railroad watches. These examinations were made with a view of determining in my own mind as to which one of the many so-called railroad watches embodies these particular mechanical features. Which would combine substantiality with expert workmanship in assembling and testing.

I have found that in the Webb C. Ball 20th Century Model Motor Barrel Watch these requirements have been developed to the highest point of efficiency and dependability. This watch is the result of long years of experience and research by Mr. Ball, who is the General Time Inspector for so many railways, that he might properly be called the National Time Inspector.

The enormous responsibility resting on Mr. Ball as General Time Inspector has spurred him on in his endeavors to make the watch keep pace with the wonderful development and increased efficiency of the locomotive.

Is it any wonder that Mr. Ball should try by every means at his command to increase watch efficiency? Just think of the thousands of trains rushing North, South, East and West, every minute and second of the day and night. A watch is guiding the movement of every one of these trains. Millions of lives and hundreds of millions worth of property depend on the Engineer's watch.

If a watch should go wrong and a wreck occur, who is held responsible for knowing that the watch was properly constructed, assembled and adjusted, cleaned and oiled, so that in all human probability it would not go wrong? The Watch Inspector, of course! Then is it any wonder that Mr. Ball, having all this responsibility resting upon him, should lay awake nights thinking how he might make the watch more efficient and more dependable?

In conclusion, I will say, that I do not represent the Ball Watch Company in any way, and my only incentive in making these remarks is that, as you all know, for several years I have been interested in developing the mechanical and operative efficiency of the locomotive, and I believe that the watch which the Engineer carries should receive just as much consideration as any other part of the locomotive. I say a part of the locomotive, because its requirements make it essentially a part of the operating equipment.

# LOCOMOTIVE ENGINEERS JOURNAL

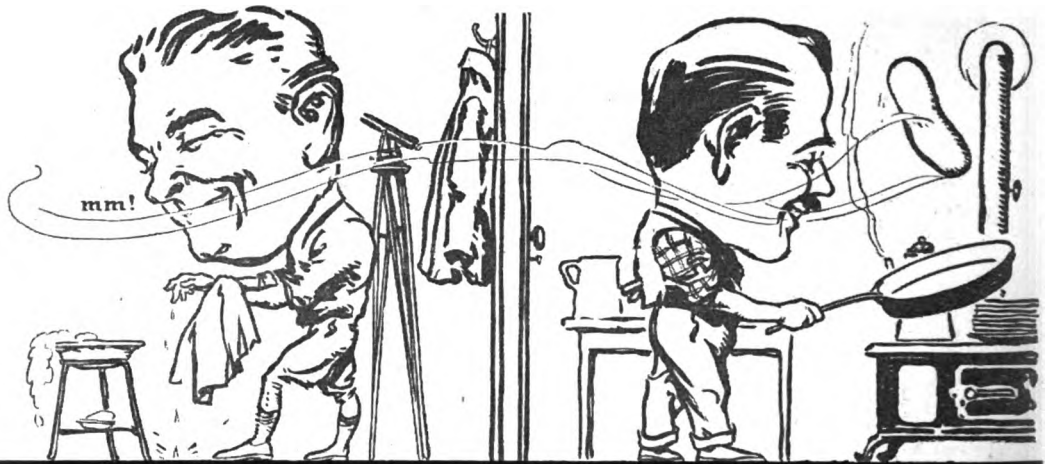
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Vol. 51

MAY, 1917

No. 5



# HOW do you know the flapjacks are ready ? "Your Nose Knows"

There's a hot griddle fragrance in the air that gets you—puts an edge on your appetite—promises you something you like—hurries you up. Just as the *pure fragrance* of a good tobacco gets you, quickens you with its promise of certain satisfaction. For *pure fragrance* never misleads—"Your Nose Knows."

*Pure fragrance is the essence of*

# Tuxedo

*The Perfect Tobacco for Pipe and Cigarette*

Because it is an expert blending of tender, ripe Burley—the most *fragrant* leaves of the tobacco plant grown in the sunny Blue Grass section of Old Kentucky. There is no *fragrance* like it—"Your Nose Knows."



Try this Test:—Rub a little Tuxedo briskly in the palm of your hand to bring out its full aroma. Then smell it deep—its delicious, *pure fragrance* will convince you. Try this test with any other tobacco and we will let Tuxedo stand or fall on your judgment—

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HALF and PINK  
PINK and BLUE  
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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

MAY, 1917

Number 5

## The Robin

WHITTIER

My old Welsh neighbor over the way  
Crept slowly out in the sun of spring,  
Lushing from her ears the locks of gray,  
And listened to hear the robin sing.

Her grandson, playing at marbles, stopped,  
And cried in sport as boys will be,  
Tossed a stone at the bird, who hopped  
From bough to bough in the apple tree.

"Nay," said the grandmother, "have you not heard,  
My poor bad boy, of the fiery pit,  
And how, drop by drop, the merciful bird  
Carries the water that quenches it?

"He brings cool dew in his little bill,  
And lets it fall on the soul of sin;  
You can see the mark on the red breast still  
Of fires that scorch as he drops it in."

My poor brown robin: my breast-burned bird,  
Singing so sweetly from limb to limb,  
Very dear to the heart of Our Lord  
Is he who pities the lost like him.

Amen: I said to the beautiful myth;  
Sing, bird of God, in my heart as well;  
Each good thought is a drop wherewith  
To cool and lessen the fires of hell.

Prayers of love like raindrops fall.  
Tears of pity are cooling dew.  
And dear to the heart of Our Lord are all  
Who suffer like Him in the good they do.

## The Silver Shawl

BY CLARISSA MACKIE

It was in Constantinople on the steps  
of the Mosque of St. Sophia that Dick  
Moreland ran into the arms of his ancient  
enemy, Pliny Brown.

"Hello, Moreland!" frowned the sinis-  
ter older man.

"Ah—er—why it's Pliny Brown!" ejac-  
ulated Dick, with a sudden vivid recollec-  
tion of a lonely country road, a girl's  
frightened scream and his own strong  
right arm sending Pliny's evil face to the  
dust with a well directed blow.

Of course Pliny had never forgiven or  
forgotten. Yet here he was now, smil-  
ing, with outstretched hand.

Dick shook hands gingerly. "You're  
a long way from home," he said stiffly.

"I'm collecting for the Buffington  
museum," explained Pliny. "Been up  
back in the Beurad district—God for-  
saken hole, too! Lived on bean curd and  
goat's milk and melons. Whew!"

"I'm off that way myself tomorrow,"  
remarked Dick. "I've heard the scenery  
is magnificent."

"Got your painting kit, I see," rejoined  
Brown.

Dick shifted his easel and paint box to  
the other hand. "Paying for my bread  
and butter as I go along," he grinned.  
"Well, goodbye, Brown."

"Goodbye," said the other; then he  
stopped and called sharply, "Oh, I say,  
Moreland!"

"Yes?" Dick turned around.

"If you're up in the Beurad district,  
be sure to stop at El Drogor, a scrap of a  
village on the mountain where they make  
the most wonderful shawls in the world.  
Ask for Achmed Haroun and say I sent  
word to show you the silver shawl."

"The silver shawl? Sounds rather in-  
teresting."



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no. 5

Sept. 28, 1937

"It is interesting." Brown's dry cackling laugh echoed down the empty street.

Dick stared after him with curling lip. "Poor old duffer!" he muttered. "His efforts to be agreeable sound like the evil cachinnations of the villain in the play."

Dick Moreland thought little more of Pliny Brown, so unexpectedly met in this far-off corner of the world. There were plenty of American tourists in Constantinople in these days before the great war, and he had run across several acquaintances in his wanderings. Now his mind was engaged in planning for the trip he was taking into the Beurad hills. He had engaged a horse, a donkey to carry his pack, and Alschid, a sleepy-eyed dragoon, as guide.

The next morning they started, while the Bosphorus shimmered with the first rays of the sun. From a hundred minarets came the queer chanting call of muezzins summoning the world to prayer. Birds sang in the thorn bushes beside the road, and the smell of jasmine and roses was painfully sweet.

Dick whistled with the very joy of living, while his eyes roved, ever searching for some subject for his brush. He passed by many a picturesque villa, wayside well smothered in flowers and dusty caravan wending its way across the desert. No matter how he longed to stop and paint these alluring things, he had set himself a task—to paint the wild ruggedness of the Beurad hills, their fierce fantasy of crag and peak and crinkling water-falls, the occasional glimpse of a wild goat or the solitary figure of a shepherd of the hills driving his ragged flock to greener pastures.

On the morning of the fourth day Dick carefully put away a completed picture and ate a hasty luncheon of fresh dates and milk.

"Where are we now, Alschid?" he asked his guide.

The dragoman arose from his seat beside his coffee cup and bowed humbly.

"Effendi, we are near El Drogor."

"El Drogor? Ah, the place of shawls?"

"There are shawls made there, Effendi."

"The most beautiful in the world?" insisted Dick.

The man shook his head. "One must go to Pidur for those, Effendi."

"Have you ever heard of the silver shawl, Alschid?" asked Dick carelessly.

The man uttered a shrill cry, lifted his hands above his head and fled down the steep slope—fled without another word, apparently without thought of his master, the laden pack animal, his own donkey, even his wages.

The last Dick saw of his servant was a slim white shadow streaking across the plain far below. It disappeared in a grove of tamarinds. Over in the far east lay the blue haze that was Constantinople. Beyond that was the Bosphorus.

"The silver shawl!" Dick laughed oddly and looked over at the scattered group of houses called El Drogor. What was there in the mention of the silver shawl that had sent Alschid flying in such blind, unreasoning terror? Was it some native superstition? He resolved to keep his own counsel about the silver shawl until he came face to face with Achmed Haroun, whom Brown had mentioned as the keeper of the shawl.

A bright-eyed lad poked an inquisitive head around a bush, and Dick hired him to stay and watch the horses. Then, with the laden pack animal in train, he entered the village and inquired the way to the house of Achmed Haroun.

Achmed Haroun was not a dealer in silken shawls, as might have been expected. He was a beater of gold and silver and copper, and his tiny cavelike shop hollowed out of the rock of the hillside showed shelves of exquisitely wrought and pierced metal work. He was working on the handle of a scimitar, striking tiny musical blows with minute tools. His long white beard was tied up on a knot out of the way, and his turban showed the green emblem of a pilgrimage to Mecca.

"Is this the house of Achmed Haroun?" asked Dick, bending his tall head to enter the doorway.

The old Turk bowed gravely and pointed to the rug before his low table.

"Be seated, Effendi," he said courteously.

"You are a maker of shawls?" asked Dick, sitting down and lighting a cigar.

Achmed shook his head. "I am a beater of metals," he said, with a sort of haughty pride.

"Perhaps I've made a mistake. I'm sure Brown said it was the house of Achmed Haroun," muttered Dick.

"Buroun? You speak of Effendi Buroun?" demanded the old man eagerly.

"Yes; he said to tell you to show me the silver shawl."

A silence fell upon the little shop. Achmed's wrinkled hands fell nervelessly to the table. The little tools tinkled as they scattered; it almost seemed as though the two men ceased to breathe. Achmed's eyes glowed like twin coals of fire; his pasty face was drawn in fear.

Dick sat rigidly, wondering what had happened to paralyze Achmed with fear. Was it the same terror that had sent Alchid with flying feet toward home? Was it the mention of the silver shawl? What strange thing was this that galvanized one man and paralyzed another?

"Well?" he snapped sharply.

Still Achmed stared with burning eyes that bored right through the American's silk shirt collar.

Dick unjointed his tall form. "How about the silver shawl?" he asked irascibly.

"Hush!" Achmed's voice hissed through the cell. "You really—mean it?" he quavered.

"Why, yes. It's what I came for."

"Return at sundown," advised Achmed.

"Knock thrice at my door, Effendi."

"Very well." And Dick went reluctantly.

At sunset or a few minutes after the faithful had turned their faces toward Mecca, Dick knocked three times at the closed door of Achmed's shop. It opened noiselessly, and he entered to find the shop dark, but a light shining through parted curtains at the back. The light came from a lamp placed far down the length of a narrow corridor that seemed to lead into the heart of the hill.

Achmed was standing by the lamp, his beard gripped tightly in one wrinkled hand, his black eyes blazing with some inward fire.

"You see, I am on time," remarked Dick.

"Effendi is overanxious," remarked Achmed dryly. "Follow me." He led the way down a cross passage and turned again into a damp, earthy smelling room. The beamed ceilings sagged as with the weight of earth above them.

"Rather a damp place to keep shawls," criticised Dick when the rough door had closed behind them. He felt a vague feeling of uneasiness in this underground place. He was glad he had fully armed himself. He told himself rather grimly that he should have remembered that Pliny Brown would not have sent him to any place for any good. Instinct prompted him to suspect treachery.

"My shawl does not mind the dampness," whined Achmed as he burrowed in a carved chest in one corner.

"Is it for sale?"

"You mean the silver shawl?"

"Of course. Do you want to sell it?"

Achmed laughed eerily. "Who would buy?" he cackled. "He who tries it on cannot buy it, for he belongs to it."

"To the silver shawl?"

"To the silver shawl," came back Achmed's muffled voice from the corner where he knelt before the chest.

Dick was not much impressed. He was used to the childish theatrics of the Oriental, but something in Achmed's voice sent a queer shiver down the American's spine. He wondered if the rugs swaying against the drafty walls concealed assassins. He wondered if he was watched by dozens of eyes while he waited for Achmed to bring the silver shawl. His hand gripped his automatic with a degree of comforting assurance.

"Here it is, Effendi," said Achmed, suddenly appearing before him. "This is the silver shawl."

"That—ah!" Dick's voice died away in a sigh of appreciation.

The so-called silver shawl was a delicate piece of silver frost work hammered out by Achmed's patient fingers into an exquisite pattern of pomegranate flowers and fruit. Beaten to an incredible thinness, re-enforced by many a hidden ring and bolt, it expressed in its entirety the life work of the metal beater.

Dick exclaimed, admired, adored, and at last Achmed offered to throw it around the American's shoulders.

"Effendi may say he has worn the silver shawl," he said significantly.

"You said, 'He who tries it on cannot buy it, for he belongs to it,'" reminded Dick as Achmed fitted the flexible garment over Dick's broad shoulders and fastened a little clasp in front.

"It's too tight for me," grunted Dick. "Take it off, Achmed."

But Achmed had strangely vanished. The door of exit was closed. The lamp flickered—and the shawl grew tighter every moment! Dick gasped and struggled. His arms were pinioned to his sides. What ailed this queer garment with its powers of contraction? Every expanding movement of his shoulders seemed to set in motion some new mechanism that drew the torture garment tighter about him. He could not move his hands, and the thin sharp edges of the "shawl" cut sharply into the flesh about his neck.

Dick realized that death was near, just as he realized that Pliny Brown had wreaked vengeance upon him at last. The silver shawl must be well known in this part of the country, for the very sound of its name had sent Alschid flying toward home.

There was a strange thudding sound from above: some loose earth rattled down; then the rotting beams fell in with a crash, and Dick Moreland, half blind with pain, looked up into the pale twilight and saw scattered stars, the bulk of waving treetops and a group of faces around the hole in the roof of the cave.

The shrill voice of Alschid, the dragoman, came down from above:

"Effendi!"

"Yes," choked Dick feebly.

Alschid dropped down into the hole and five minutes later assisted Dick through the hole in the ceiling. The silver shawl was a bruised and shattered and, let us hope, a harmless remnant of its former self.

When Dick Moreland returned to New York he took with him a new valet—Alschid, solemnly important, his red fez atop his sleek black head.

On the steamer he saw Pliny Brown. That scoundrel smiled blandly and essayed conversation. He nodded toward Alschid. "Your servant, eh?" he sneered.

Dick stiffened. "My friend, since he saved my life, and I have conferred a title on him—'Guardian of the Silver Shawl.'"

And Pliny Brown slunk out of sight.

### Springtime Beauty

There's beauty in the springtime burst of bloom,  
When orchards fling their sweetness on the air,  
And trees and shrubs are clad in shimmering green,  
There's life and grace and beauty everywhere.

There's poetry in swaying willow boughs;  
Flowers are perfect, though they bloom unseen;  
They fringe the borders of the rocky steeps,  
And lifeless stone is clad in living green.

There's melody in sound of rippling waves,  
The brooklets laugh and sing along the way;  
And joyous anthems of a thousand birds  
Ring cheerily thro' 'bout the livelong day.

And when the sunlight pours effulgent rays  
Of glory over hill and plain below,  
Breaking in golden ripples through the trees,  
Lighting the budding leaves with warmer glow.

What heart so cold, 'twill not respond to her?  
What eye so dull, this beauty cannot see?  
For nature, though her works are manifold,  
Blends all things into one grand harmony.

ANNIE M. SEXAUER,  
Bucyrus, O.

### The Woman's Picture

BY GORDON RAY YOUNG

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I raised my hands.

There was no word spoken. The revolver and behind it the masked face of the highwayman were enough.

For the first time in my life I realized how people felt when they gazed at the muzzle of my gun and trembled before the black mask that I wore.

I remember that I wanted to laugh. The humorous side of the situation appealed to me. I was being held up!

I, Hugh Richmond, whose purse did not contain so much as the value of one gold piece, but whose body, dead or alive, was worth \$5,000.

I know that I smiled, and I could see that my smile was disconcerting; therefore I knew that I was face to face with an amateur. I cared little for being held

up. In fact, I rather enjoyed the situation.

"Pleasant day," I ventured.

The gun made a terrific report, and the bullet whizzed dangerously close. After such an answer I kept my lips closed.

My highwayman did not seem to know what to do next, and we sat on our horses at a bend in the mountain road and looked at each other. The first motion he made I knew that he wanted me to dismount, but I pretended not to understand and wrinkled my brow as though puzzled.

"Climb off," came in a faint whisper.

Then I was puzzled. It was not the hoarse whisper of one who had lost his voice. Of a sudden I understood. My amateur highwayman was more frightened than his victim. He could not even manage his voice. I determined to take advantage of him.

In those days I was a good horseman, and I was mounted on the wisest little mare that ever kicked up dust in a sheriff's face.

Gently I touched Dolly's flank with a spur and, keeping my hands aloft, made her plunge from side to side, guiding her with my knees until we were several yards away.

I lowered my hands, leaned forward, chirped in Dolly's ear, and away we flew.

Bang, bang, bang! All of his shots went wild.

An hour later I smiled to myself and tried to imagine the astonishment that would seize Mr. Amateur if he knew that his revolver had caused Hugh Richmond to lift his hands.

There wasn't a sheriff in Colorado that didn't want me. I was wanted on so many charges that I had lost track of them myself.

I only knew that no man—"no, nor woman either, though, by your smile"—was my friend.

I sprawled in the sunshine, as I often did, and let my thoughts wander.

At such times I would think of the faces of men and women I had known long ago, and of all those faces there was but one I remembered with tenderness, and that dear, sweet little girl believed that I was dead.

I was worse. Society had driven me out.

Solitude is pleasant enough when you grow tired of the city and are wearied by the restless clatter of industry, but I longed—I actually craved the company of a human being.

But I could have no friends. I knew if I made any sooner or later I would be betrayed, and the horror of horrors that oppressed my mind was that I might be taken alive.

From where I was it was not far to Pinon, and in Pinon—well, there were people—a dance hall, music, the clatter of voices and the sound of oaths, a ghastly resemblance of a pleasurable life that I had known long ago and in another section of the world.

It was quiet in the Silver Dollar when I rode up, casually glanced at the men in front of the saloon and entered. There were only two or three people in the place. To sit in that hot saloon, reeking with odors that at other times would have been offensive, was now a pleasure.

At such a place you meet and see many kinds of people—the vicious and the good gone wrong, who incidentally make up the great percentage of the outcast element; the bad and would-like-to-be bad, the braggart and the hero, faro dealers, rough-handed miners and disjointed cowboys.

An hour after I sat down a young man with lily hands entered. I knew him for a gambler or a tenderfoot, and when he placed himself before the tin pan piano and began banging a selection from "Il Trovatore" I knew that he was a newcomer and shifted my chair to get a good look at his face. He was a handsome lad, one of the poetic type.

"Hey," I shouted softly and in ridicule, "desist from such atrocities."

He looked at me in amazement.

"You know that piece—you—you!" And his last word had an altogether different inflection. He was startled and from saucer-like eyes stared at me.

My first thought was that I had been trapped; that he recognized me as Hugh Richmond.

"What's the matter?" I demanded.

No answer.

"Tell me. What is the matter?"

There was a ring in my voice that he

did not disregard, and he answered in a whisper, "Nothing."

That whisper! He was the amateur highwayman.

We had met again, and I liked the boy. My impressions are not always correct, but they are positive, and if I take a dislike to a man at first sight I would distrust him though we were seated side by side in heaven.

But this lad, this mere youth, this unsophisticated child of the East, who had no better sense than to attempt highway robbery and three hours later inflict music on his victim touched my sympathy.

"Well?" I spoke half defiantly because I wanted to make him talk.

"We never met before," he stammered, coming toward me with the reluctance of one approaching a judgment seat.

"Never," I answered emphatically.

As he sat down I pushed the bottle toward him, and he grasped it eagerly.

"Good stuff," he lied politely.

"Damnable," I rejoined.

"But I think it is good," he insisted and took another glass of the liquid fire.

"How long?"

"Three weeks," he replied, embarrassed. "I am a tenderfoot, the rawest kind and well blistered."

"How long?" I queried again.

"God knows. I don't want to stay any longer than I can help."

His tongue had been loosened. Three large jolts of whiskey—such whiskey as comes over the bar of the Silver Dollar would have loosened the tongue of the Sphinx—and before I realized what was happening he was rapidly whispering into my ears his tale of sorrow.

"I was in a social set that was too high for my purse," he said. "My family was proud, my name was an open sesame to the exclusive set, but my income was small. My employer trusted me. There is a woman in the case.

"Heaven, such a woman! I am not worthy of her. It was not her fault. And I wish that I could get a start over again, but I've hit the trail for hell, and yet she loves me. I couldn't let her know that I was poor, and I showered her with presents, just as the other fellows did

that wanted her to love them, but she turned them away.

"She loved me, do you hear? I gave her everything that money could buy, and then the crash came.

"My own father turned me out of the house. My own mother wouldn't let me kiss her goodbye. My employer—he was an old friend of the family—said he wouldn't prosecute but I was disgraced. The papers had it.

"And then she—she of all women—said that she loved me and always would and said that she was as much to blame as I because she had allowed me to spend money on flowers and take her to the theater—most of the money went for that; but, of course, there was a ring.

"She told me to go West, to go out where money was dug from the ground and fortunes made in a day and to get enough to settle my accounts, and then we would go to some place else and begin life all over again.

"And here I am. But what can I do? How can I dig gold out of the ground? I know nothing about it. There's nothing I can do. I'm bad—bad all the way through. My father told me I was. So what's the use? I don't care for myself, but for her—for her."

Tears rose in his eyes, and he cried: "If I could only get a start again for her! I'd slave my life away just to make her happy, for she loves me even after all that."

He drew a small picture from his pocket, kissed it again and again, then laid it on the table and gazed intently at the sweet, childish face.

I glanced at the picture casually, rose, gripped the table, then sank back, staring into the face of the boy, who failed to notice. I knew her—oh, how well I knew her! And all that he said was true. I glanced around the saloon. It was early. Men were just beginning to drop in. There we sat, the boy and I, men from the far, far East, and each had been driven out, he as the result of a faithlessness to a trust and I—no matter why I came.

There we sat together, he a youth and I a man, and before us lay the picture of a woman whom we both loved.

The boy had fallen across his arms on the table. At first he sighed, and then his heavy breathing told me that he was sleeping. I fell into a reverie.

I had no money. All that I could get hold of went east, passed through the hands of a lawyer and then to— But she never knew whence it came. She believed what the lawyer told her, and he didn't know the truth.

Still the boy slept.

I speculated on the amount he needed and glanced about the room. I touched him on the shoulder. No answer. I shook him, and he raised his head drowsily.

"How much do you need?"

He was not fully awake.

"Come on; wake up." And I shook him again.

"What do you want?"

"Come on outside. The fresh air will do you good," I said.

We went out.

"Look here, laddie, I came out west several years ago and struck it rich. I like you, and I know that there is not a streak of bad in you. Now, if I lend you the money, will you go back and be a man? When you get on your feet you can pay it back; no hurry, though."

"Would I—would I? Oh, heavens! Then I could go back like a man and be a man. You must be an angel in disguise!"

"Have you a horse here?"

"No."

"Well, take mine—over there." I selected the best one in sight—that is, next to Dolly. Explanations at that stage of the game would have been embarrassing.

Then I gave him directions as to how to ride, and told him to make haste.

"I'll be along pretty soon—in about an hour—but I want you to go now. I will have to go back and find a couple of friends and borrow a few dollars to make up the amount. I could get it tomorrow, but I want to see you started back east tomorrow morning. It will be a long ride, but I guess you are good for it, even if you are a tenderfoot."

He wanted to wait and come with me, but I made him ride off.

Then I went back in. It was a risky proposition, and such a desperate chance

that even now I have strange twitching about my heart when I think of it.

There were noise and laughter. The tin pan piano was going its utmost; excited gamblers were plunging heavily at faro bank, and several men were at the bar, when I placed my back to the wall, drew both guns instantly and roared:

"Hands up!"

The confusion became silence.

Some turned to the door, bent on taking a chance, but thought better of it, and up went their hands. The bartender hesitated for a moment, debating whether or not to drop behind the bar, but he caught my eye and obeyed.

In less time than it takes to tell I had plundered the faro bank—and a goodly roll it was—and asked the bartender to step aside while I emptied the till. He gave me a smile, and I knew by that smile that he was a dangerous man.

I backed to the door, knowing that the moment I stepped outside a fusillade of shots would be sent in my direction. I turned, made two jumps and was astride of Dolly and pounding down the road while the wicked crack of a Winchester troubled my ears. I glanced over my shoulder and could see the white apron about the shadowy form that stood in the doorway. The bartender was a dangerous man, but I had been born under a lucky star.

"What's all that shooting about?" the boy asked when I overtook him a couple of miles farther on.

"A little altercation over a poker game. Come on; we'll have to ride fast if we make that station in time to catch the morning train."

After pushing our horses hard and talking but little we arrived at the station the following morning just as the train whistled in the distance. Its faint roar grew nearer and nearer until, with a mighty rush, it was upon us and the brakes were grinding and creaking.

"If I only knew how I could repay you—I will, but I would like to express my thanks now, and words won't do it," he said earnestly as he gripped my hand.

"You can—and fully—for all time."

"How? Tell me how. I will do anything."

"Give me that picture of"—and I called the sweet-faced girl by name.

He reached in his pocket and handed it to me. Again we shook hands. He stepped on the train, and slowly it moved off, and then faster and faster until it was out of sight.

I stood staring after the train and wondering what he would think when he remembered that he had never told me her name—for she was my daughter.

### The Agitation of David Mawes

BY EDWARD BOLTWOOD

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When the address was finished David Mawes did not join in the perfunctory handclapping, but remained motionless on a rear seat in the hall, staring blankly at the speechmaker of the evening.

David's meek face was paler even than usual, and he kept rubbing in a dazed sort of fashion a shabbily gloved finger across his unobtrusive chin. The officers of the Civic Betterment club were talking on the platform steps with the speaker, a tall, lean man, gray at the temples. David did not know him.

Dr. Kellogg, the treasurer of the club, waddled along the aisle and touched David's shoulder.

"Anything wrong with you, Mawes?" he asked, with a professional glance.

"Thanks—nothing—nothing at all," hesitated David, rising stiffly. "Who is that man on the platform, doctor? I was too late to hear the introduction. Is that Mr. Scott?"

"No, Scott couldn't come, so he sent that man as a substitute at the last minute." The doctor frowned and twirled the heavy watch chain on his capacious waistcoat. "We are greatly disappointed," continued Kellogg. "That man's name is John Tyack. I believe he runs a mission in the slums down in New York. We have got to put him up to-night at the hotel."

"So Mr. Tyack will be here tomorrow morning, will he, Doctor?" David asked.

"Guess so," grumbled the doctor. "But the sooner we ship him out of the village the better, I say. Why, the fellow's an agitator—a rank agitator! We

don't want such troublesome folks here in Shornhill."

"That's right—an agitator," assented David thickly.

The cool night air somewhat revived Mawes. He gazed wistfully for a moment in the direction of the hotel. Soon, however, he shook his head. His craving to meet and talk with John Tyack was almost a physical need, but David decided to try to wait until the morning, when he might find Tyack disengaged.

Although the quiet village street was empty, David's fevered imagination peopled it as he walked along the sidewalk. He was like one who after a lifetime's blindness suddenly and miraculously sees. To David's disordered vision the roadway was thronged with gaunt men, bent by labor; with weary, patient women; with joyless children born to poverty. John Tyack had said that these plodders must be helped, and every flaming word he had spoken seemed calculated to fire the sensitive soul of David Mawes.

"Whose life," groaned David, "has been so useless as mine to mankind? Whose life so narrow? What good have I ever done?" He paused with a hand on the latch of his gate. "And who is more free than I," he added, "to serve among the helpers under John Tyack? I'll do it! He has made me understand at last! I'll do it!"

David scowled thoughtfully at the two-storied wooden house beyond the gate. The house lacked repainting, but around it a flowering garden made a brave show in the summer. David Mawes and his sister Angela had inherited this little property from their grandfather, and they lived there together. Neither of them had ever married.

In the morning when David came down to breakfast after a sleepless night he looked soberly out of the open window at Angela in the garden.

"I'm ready, Angela!" he called, rather unsteadily, for since the kindling of his great resolve he had not seen her until now.

"Yes, yes, dear; I'm coming!"

Angela's voice was always bright, al-

though her sweet face was grave and placid as a nun's. She was only a year younger than David, who was forty. Nevertheless, her figure was still girlish and slender in her simple lavender gown.

"And how was the meeting, Davie?" questioned Angela, pouring the coffee. "Was the famous Mr. Scott as interesting as his books?"

"Well, Scott didn't turn up. But he sent a substitute—a marvelous speaker." David nervously crinkled the tablecloth. "His name was Tyack—a marvelous man!"

"Tyack!"

"Yes; Mr. Tyack, the most marvelous"—

"Why!" broke in Angela, with gentle confusion. "How strange! I once knew a family of that name. It was in the South, when I was teaching school there."

"Oh, yes—when you were teaching school," he repeated absently.

She gave him a brief smile and fingered the single rose at her breast.

"You are wretchedly pale, Davie. You mustn't worry so. Don't forget that we'll have not the slightest cause to worry in a little while when the mortgage is paid. We're certain to pay it in a little while; I can actually count the months. And everything will be easy for us then, here together, until we die."

"I suppose that's true," muttered David, pushing back his chair.

"You'd better order our winter coal today," said Angela briskly. "It's cheapest just now, you know."

He glanced down at her with abrupt apprehension, wondering if he ought to accept this excellent chance of telling her that next winter they would need no coal at all in the old house; that he would be in the New York slums, and that she—but David faltered. So he kissed Angela, according to their custom, and walked out.

The landlord advised him that Mr. Tyack was not in the hotel at present.

"He's gone for a tramp, David. Yes, sir, this Mr. Tyack, he said that he didn't get to the country often and that he wanted to make the most of it. He reckons to take the 4 o'clock express."

David scribbled a short note, begging

for an interview at noon. Then he climbed the stairs to Tibbard's office and unlocked the door, for the last time, as he hoped.

He leaned back in his chair and his thoughts flew again to Tyack and Tyack's noble crusade.

Would the leader enlist him in the ranks? Why not? He was ready to follow the banner of such a hero, even on hands and knees. David scrutinized the clock eagerly. His mood was approaching the hysterical.

His eyes happened to fall on a memorandum slip which was nearly hidden by the blotting pad. The memorandum referred to a document which David, jumping up with a start, recollected that he had left on his dressing table. Horrified by this carelessness, he snatched his hat and locked the office door.

Noontime was only half an hour away. David, in his agitation over the imminence of the interview at the hotel, did not wish to encounter Angela. He glided like a ghost up the front stairs of the Mawes house and perceived the document on the table by his bedroom window. But when he reached the window David staggered and grabbed the flimsy curtain aghast and staring.

John Tyack was sitting beside Angela on a bench in the garden.

In spite of his amazement, David was able to note that his sister had rarely seemed so charming. The garden bench was backed by a vine-covered trellis, and against the deep green of the vines Angela's tenderly smiling face blushed like a radiant flower. David believed that he had never seen such color in her face.

Tyack bent close to her as if talking softly and earnestly. Once she raised her hand with a pretty gesture of yielding protest; a minute afterward she gave Tyack the rose from her breast.

Mawes tremulously supported himself against the window frame. He recalled Angela's confusion when he mentioned Tyack's name at breakfast. A wild, overpowering suspicion dizzied him.

The notion that Angela could ever have a love affair was practically new to David. He had not dreamed of such a thing since her girlhood. Her later life always had appeared to be contentedly



rooted and complete—in the care of the old house and the garden, in her tranquil village activities, in her profound affection for her brother. But now David felt, with desperate certainty, that he could not mistake the meaning of the picture beneath the window.

"Confound him!" moaned David. "And he has a persuasive tongue, too! I remember that. Somehow I remember that!"

He remembered it very indistinctly. A hot spasm of jealousy had scorched his mind quite bare of everything except a sickening dread of losing Angela forever.

David turned from the window and went hesitantly down the stairs toward a side door which opened on the garden. His better nature began to assert itself. He tried to think only of his sister's happiness.

"At the cost of my own happiness hers must be made sure," he tried to think, but as he crossed the parlor he imagined the cosy room without the overflowing workbasket and the little rocking chair, and his heart failed.

"Ah, here's Davie!" pleasantly exclaimed Angela. "Come, Davie, and know John Tyack. You see, he is one of my Charleston Tyacks, after all."

David shook hands, mumbled something, and seated himself on a camp stool.

"Miss Angela and I, sir, were good friends in the South—I dare not tell how long ago," said Tyack. "You can't fancy my delight when I met her in the street just now, and when I saw that time has so courteously passed her by."

"Oh, dear me!" laughed Angela. "These Southerners! He has already given me the most outrageous flattery, Davie, and I have nothing to pay him for it with except a rose."

Tyack smiled expectantly at David, as if waiting for a word from him. David inwardly condemned his own surliness, but said nothing.

"I shall let you judge, sir, whether it was flattery," offered Tyack. "I'll repeat for your benefit the account of my morning. I started for a walk and happened to find your cottage hospital. Such things

appeal to me, and one can always learn a trick or two, you understand. So I introduced myself.

"The matron had once been a district nurse on our East Side, and she was kind enough to say that she had heard of me. She showed me around. Isn't it a cheery, homelike place, Mr. Hawes?"

"I've never seen it," responded David lamely. "I don't know much about it."

"Well, it is quite unique in my experience of charitable hospitals," went on Mr. Tyack, "because of the countless bright touches which make it cheery and homelike. I complimented the matron for them."

"Oh, those are all due to Miss Angela!" she said; and that is how I discovered that your sister was living in Shornhill.

"But the matron didn't stop there. She told me"—

"Please, please!" interposed Angela, flushing.

"The matron told me more," Tyack pursued. "Told me of the inspiration of Miss Angela's daily presence in the place; told me how, for her, poor men and women whisper awkward, humble blessings from their pillows.

"And it is not only in the hospital that the poor bless Miss Angela," said the matron to me. 'Go to almost any house where there is poverty and illness in the village and you will find that Miss Angela has been ahead of you in her quiet fashion—sensible, efficient and kind.'"

"I'm afraid that Miss Holleston is a flatterer, too," murmured Angela.

"Well, Miss Holleston was unaware that I was your friend," retorted Tyack, "and she's a seasoned expert in charity work, mind you, not given to enthusiasms. Perhaps an outsider, like Miss Holleston, can estimate what is going on here more justly than any one else."

"Yes, you're right," said David. "I, for instance, didn't appreciate—didn't quite guess"—

His voice thinned away to a distressed silence. He reasoned sadly that it must have been this very trait of Angela's which had revived John Tyack's love for her.

Angela examined her watch.

"John is lunching with us, Davie,"

she announced. "Therefore I'm off to the kitchen."

"And I to the hotel for ten minutes," said Tyack, putting on his hat. "I have to send a telegram. I'll arrive late in New York tonight, and my wife will be anxious."

"Your what?" gasped David inaudibly.

For a moment David was almost stunned by his deliverance. When he raised his head he saw that Mr. Tyack was at the garden gate alone. David, happy and voluble, moved along the path.

"Mr. Tyack, wait!" he entreated.

The visitor halted.

"I want to—to thank you," avowed David, stammering with relief, "for—for what you said about Angela, that is. It was something that I hardly realized. I'm so tied down by work that I hardly"—

"That's quite natural," remarked Tyack. "You do well to work for such a woman, Mr. Mawes, if you'll allow me to say so. Were it not for you, would all Shornhill be helped by her in this fine way? I think not. It is your privilege to set the pearl. By working for Miss Angela you are nobly serving your kind. I believe, with reverence, that you are serving God." And then, as if ashamed of his earnestness, Tyack hurried off.

David's eyes filled. He stumbled across the lawn. On the piazza steps he turned to look with gratitude at Tyack's retreating figure.

"Why, I clean forgot my note at the hotel!" he mused suddenly. "Lucky that Mr. Tyack can never guess—will never know—what it meant."

The telephone hung under the front stairs, and he went toward it. But he stopped at the parlor, and his hand caressed lovingly the back of the little rocking chair.

"What are you doing, Davie, dear?" called Angela in the distance.

"I'm going to telephone an order for the winter coal," said David.

### In All Time of Our Prosperity

BY JULIET WILBOR TOMPKINS

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"Well, will you look at that!" muttered Tom for at least the fiftieth time. He

had been saying it at intervals, sitting on his trunk in his little bunk of a room, ever since he had mastered the meaning of the letter. The expression had not varied by a hair's breadth except once, when he had automatically substituted, "Well, I'll be hanged!"

Thirty thousand dollars—thirty—thousand—dollars! And for three years it had been hunting for him over two continents, while he in serene ignorance whistled at his stoking, lived a frugal life and tried to put by \$5 a month. He looked down at the sleeve of his flannel shirt, grimed with cinders; at his broken, blackened hands; at his frayed overalls, washed to a bluish white. All at once concrete pictures of what this was going to mean to him, this stunning, bewildering event, began to crop up before his blinking eyes. He saw a shining vision of patent leather shoes, trousers creased in front and in back, a diamond ring, theater tickets, restaurant dinners and — Mary, Mary Ryan!

A sudden wide yell of pure joy burst from him. Springing to his feet, he began to cakewalk, then to dance, leaping up and down the tiny room, skipping, bucking, smashing his great boots against the wall, letting out his voice in a jumble of song and warwhoop that made the room tremble.

"Mr. Fogarty! For mercy's sake!" The landlady was pale and breathless.

"Do you love me, Molly, darling? Let your answer be a kiss!" roared Tom, and, flinging both arms about her, he gave her the desired answer with resounding heartiness. Then he whirled off down the stairs, four steps at a time, with a whoop that opened every door on the way. The landlady stood gasping; then she slowly shook her head.

"No, that ain't no drunk," she decided. "I guess it's a girl." And she smiled shrewdly as she put out the gas Tom had left lighted.

In the street Tom returned to a measure of dignity, though his heels seemed to be ramming holes in the pavement at every stride, and his heart pushed up his chest like an internal balloon. It was pay day, and in his pocket was a month's wages. By the same token he knew where to find

a sufficient number of the boys. There were a dozen of them lounging about the little tables or leaning against the bar at Stimson's. Tom's heart warmed to them with a sudden tenderness that made the bridge of his nose ache. He loved them all, even Jimmy McCarthy, who was Mary's alternative and whom he usually passed in surly silence. Well, he could afford to be sorry for Jimmy now.

"Come on, all of you! It's on me!" he called jovially, leading the way to the bar.

They came, loud with surprise.

"What's up? Got a raise?"

"Yes; a \$30,000 raise," said Tom solemnly, "from an old chap I never heard of and who never heard of me. Blood relation at that. Here's to him, boys!"

They took it for a joke at first. When at last they were convinced they were uproarious with joyful excitement—all but Jimmy McCarthy, who set down his glass half emptied and seemed lost in somber thoughts.

Then Tom noticed that Jimmy McCarthy had slipped out.

"Poor Jimmy! It's kinder rough on him," he confided to Stimson. "We're both after the same girl. I guess this fixes him."

"Why don't you wait a bit?" counseled Stimson. "With all that money perhaps you can do better. There'll be ladies to have for the askin' now."

"Do better? Do better than Mary Ryan?" demanded Tom, his voice rising. "Is there anyone here who thinks I or any man could do better? If there is will he just step out and say so? I want to hear him."

But nobody volunteered. They were all ready to swear that no living being could do better, and fresh drinks complimented their judgment.

"How do you know Jimmy ain't skated over there to get ahead of you?" asked one presently. "You can do a lot with a girl if you go at her with a rush." And he went out mighty sudden.

Tom's face clouded, and he put down his glass with a thump.

"By thunder and me loafing here being sorry for him!" he muttered. He drew

out a ten dollar bill and threw it down on the counter.

"There, boys, use that up! I've got business down the street," he said, turning to go.

"Good luck to you!" they shouted after him and drank deep to his fortune, and to Mary, and to the wedding, and to the wedding guests.

Tom's face grew more and more clouded as he hurried along the street. McCarthy had had somewhat the upper hand with Mary lately. What if he had seized the occasion to whirl in, carrying the girl off her feet, and seal her irrevocably his before she knew of the golden attraction that had been added to Tom?

Matters looked bad enough when Tom entered the Ryan parlor. Jimmy was black at the interruption rather than complacent, so evidently the worst had not happened, but Mary herself did not look too well pleased, and her flushed cheeks and the way Jimmy's chair was drawn up to hers showed that things had been moving fast in the wrong direction. Tom quailed under her coldness; then he had an inspiration.

"Excuse my intruding, Mary," he said easily, "but I just dropped in to say goodby. I'll be so busy these next few days buying clothes and going to the theater I won't have much time for calls. But I couldn't go off without a goodbye shake from you."

Mary was all round eyes. Jimmy was suspicious, but evidently relieved.

"Wherever are you going?" she demanded.

"Well, Niag'ra Falls first," said Tom, leaning back and crossing his knees, "then perhaps Californy. I've always wanted to see what traveling was like when you wasn't shoveling coal into the engine every two minutes. I'm going to look about the world a bit."

"But — but — you'll lose your job," stammered Mary.

Tom laughed.

"Well, I should guess! I'm out of that sort of work for life. I'm thinking of buying into some good business."

Is the man clean crazy? She was beginning to lose her temper.

"Oh, didn't you know I'd come into a

fortune?" he asked, in surprise. "It's about \$30,000, I guess. I haven't counted it up very particular yet. I thought Jimmy would have told you. He was drinking my health over the news not an hour ago."

Mary turned indignant eyes on Jimmy, who was plainly miserable.

"No, he didn't mention it," she said in an ominous tone.

"Oh, well, likely it slipped his mind," said Tom affably, rising to go. "I was hoping you'd go to the theater with me tomorrow night. 'I'll be having two orchestra chairs, or a box maybe. But if Jimmy has bespoke your evening'"—

"No, he hasn't," she said decidedly. "I'll go with you, and very glad, Tom."

"That's right. I'll be round on time, and I'll bring a hack if it's raining." And Tom went off in triumph. Mary followed him to the door with soft looks and a hard glint in the corner of her eye for Jimmy.

But as he walked away Tom's exultation cooled. A mother who has soft heartedly mourned her runaway child is apt to turn on him in righteous wrath when she gets him safely back. And so Tom, newly secured of his sweetheart, found himself seized with sudden indignation. It was just his money she was after. She had dark looks enough for him till he dangled that before her. Well, if that was it Jimmy could have her and welcome. There were others—ladies—to be had for the asking, as Stimson had said. Miss Mary Ryan would see whether he was the soft fool she took him for. And so some of the glory was off his new fortune already, and he had met one of the sorrows of wealth within two hours of his acquiring it.

He was moody enough when he rejoined the boys. Under their jovial welcome and the flattery of his new importance his spirits revived, but in an ugly, reckless fashion, very unlike the boyish glee that had set him bounding about his little room. Newcomers drifted in, and he drank with every one until things became a hazy blank. Then after a long interval he found himself alone in the deserted street with some impelling need to speak to Mary on him.

After another interval he saw that he

was in front of her house and, hearing some one bawling an incoherent summons, wondered distantly whose voice it was. Mary was evidently clearer on that point. The front window was suddenly jerked open, and she leaned out, wrapped in a shawl.

"Tom, for mercy's sake, shut up and go home!" The angry whisper descended on him like a whip. "How dare you come to a decent girl's house like that? Don't you never come near me again—you nor your old fortune! Do you understand? Now, get out, go home, and don't you ever try to set your foot in this house again—drunk or sober!"

The lash steadied Tom a little. He went away without a word as the window slammed down and in some way reached home and bed.

Long hours later consciousness slowly came back to him. His aching head demanded an explanation, and the letter lying on the table supplied it with a little throb of excitement. The momentary joy faltered and sank as he remembered how he had found Mary out for a mere fortune hunter—after him for his money, though another man's arm had been within an inch of her waist a moment before. And then out of the mists and vagueness came like a burst of sunshine the knowledge that she had thrown him down because he had drunk, had turned on him as he deserved, without a pang for his money and had given it to him straight from her angry heart—the darling! And so the joy began to steal back.

He had meant to make straight for the patent leather shoes and the black cutaway coat that had been his dream of years, but instead he put on his old Sunday suit, and, after a shave and a shampoo, he turned to Mary's. She opened the door at his ring, but did not ask him in. There was only hostility in her tear-redened eyes.

"Mary dear," he said humbly, "will you just let me in to apologize and tell you how it came about? And then I'll go away and not bother you, for I'm not fit to say your name."

She wavered a moment; then, ungraciously enough, threw back the door to let him in.

Half an hour later she lifted her flushed face from his shoulder.

"I always liked you best, Tom, but Jimmy made love so persuasive, and you didn't seem to care like him, and it's terrible upsetting to be courted. And when he came all out of breath and said it was just love drove him running—the cheat! He 'most got me," she said, with a long sigh. Then her face grew serious. "And, mind you, Tom, if ever there's any more doings like last night, fortune or no fortune, I'll wish it had been Jimmy. Do you understand?"

He drew her back to him.

"God bless you for that!" he said. "It has been a lesson to me. I'll never drink a drop of liquor as long as I live."

### The Gargoyle Bedstead

BY CLARISSA MACKIE

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"Flora, here is a letter from Chesley, your Uncle William's lawyer, and he has inclosed a copy of the will."

"Did he leave it to me?"

"Of course he did. Don't be foolish, my dear. Listen:

"I, William Gray, being of sound mind, etc., do give and bequeath to my grandniece, Isabel Gray, her heirs and assigns forever, my Sheraton sideboard and the sum of \$2,000; to my grandniece, Flora Gray Winchester, her heirs and assigns, the mahogany bedstead which stands in my own chamber and which is known as the Gargoyle bedstead, together with the sum of \$1,000."

"Where shall we put it, Harry?" interrupted Mrs. Winchester breathlessly.

"Put it? You don't expect to get it into this flat?"

"We must have it here. I wouldn't examine it there with Isabel looking on, and, besides, it is such a journey down to Richmond. Anyway you cannot spare the time to go down now, and we must examine it together. I want to get it here as soon as possible. Who knows but Isabel or some of the others might find the diary of Nancy Gray and learn the secret? My inheritance would be worthless!" Mrs. Winchester's voice trembled.

"Oh, all right," said Winchester tractably. "But how the deuce you expect to get it in here I don't quite see. It's

a very large piece of furniture, isn't it?"

"Now, Harry, dear," she cried, with one plump hand over his lips, "that bed must be gotten into this flat somehow! First, I will finish my letter to Mr. Chesley and let Norah post it at once. I can hardly wait to see the bedstead, Harry, and I don't dare dream of what will be ours when the secret of the bedstead is disclosed. Do you think, dear, I was wrong not to tell Uncle William about the diary of Nancy Gray I found in the garret?"

"Well, truthfully speaking, I'm afraid it wasn't treating the old gentleman quite on the square."

Two weeks afterward, while Mr. Winchester was engaged in a most important business transaction, he was summoned to the telephone.

"Yes, this is Winchester. What? Oh, the bedstead there? I can't possibly leave at present—I can't help it—tell them to send it up tomorrow—I know it's important—d—the bedstead! No, I didn't speak. Yes, I will come home early. Goodbye!"

When he reached the Etruscan apartments that evening Winchester was fortified with a box of candy and a huge bunch of violets. He stepped to the elevator and pressed the button. A faint tinkle responded from some depth below.

Presently the janitor emerged from an obscure doorway and surveyed him with an unpleasant eye.

"It ain't a-runnin'," he said gruffly.

"Poor management," commented Winchester as he prepared to conquer the eight flights that barred him from home and dinner.

"Huh!" exploded the man. "What with the freight elevator outer order and people breakin' windows movin' in big stuff and them chumps a-tryin' to put the feet board in my passenger car and a-tearin' a lady's dress and her the landlord's sister-in-law." He glared wrathfully at the vanishing form of Winchester.

Opening the door of his apartment, rampant disorder met his eye. A huge, dark form almost covered the floor of the tiny parlor, which in its chaotic disturb-

ance looked strangely unfamiliar to the master of the house.

In the library Flora reclined on a couch before the bright gas log, while sympathetic Norah applied wet cloths to her mistress' aching head. Wreckage from the parlor impeded progress at every step.

"My dear girl!" he uttered.

She turned a woebegone face to his. "Such a time as they had trying to get it in the window! They were saucy because the window was too small, and one of them pulled it in with a jerk, and it struck the chandelier—the pieces of glass fell on my Wedgwood vase, and that is broken! I—I am quite discouraged!"

With a restless glance toward the parlor, where the gigantic bedstead lay like some dark shadow on his little home, and with an unpleasant recollection of the snorting janitor below stairs and of the generous tip it would require to reduce him to his customary state of patronizing familiarity. Winchester endeavored to soothe his wife's shattered nerves, and together they obeyed Norah's summons to a belated dinner.

At table Mrs. Winchester drew a folded paper from her gown.

"This is the page I copied from the diary of Nancy Gray, Harry," she said, spreading it open before her. "I thought I would refresh my memory as to the exact location of the secret spring.

"Richmond, Va., April 21, 1864," read Mrs. Winchester in solemn accents. "I am greatly alarmed for the safety of Grandmother Binpah's diamonds, and have vainly tried to find a hiding place for them. The Yankees are digging up every inch of ground on the adjacent plantations searching for buried treasure, and I am quite at a loss to find a safe place for our heirlooms.

"April 22.—Such an excellent idea! I have just recollected that there is a secret hiding place in Grandmother Binpah's mahogany bedstead. I will conceal the jewels there and will describe their hiding place so that in case anything happens to me one of our family may be able to recover them, even if the bedstead should be carried away.

"First, one must observe the row of

hideously grinning faces—"gargoyles," grandfather called them—that outline the top of the headboard; there are 25 of these gargoyles in all, and one must press the right eye of the 13th gargoyle from either end, when the face will swing outward, disclosing a cavity. Into this cavity I have dropped the leather bag containing the unset gems—they are worth many thousands of dollars—and I hope to recover them when the war is over."

Armed with hammer and screw-driver, husband and wife repaired to the parlor and locked themselves within, greatly to the disgust of the interested Norah, who availed herself of the keyhole as the only salve to her wounded self-respect.

"My dear girl, how do you think I'm going to handle this thing alone? It weighs a ton! Why wasn't it put in the guest room?"

"The instant I saw it in the wagon I knew it would never fit into that room, so I told them to put it in here. We can remove it to the cellar afterward—or store it."

"It fits in here," remarked Winchester.

"Let us rip off the covering—I believe I know just where to place my finger on the spring! This is the headboard, of course, and here are the gargoyles!" cried Flora excitedly.

Winchester took out his knife and leisurely opened the blade. He lifted one corner of the bedstead, groaned and dropped it heavily.

There was a straining and snapping of cords as he applied his knife to the wrappings.

"Oh! Oh! I am just as nervous as I can be," cried Flora, regardless of her husband's groans as he dragged aside the covering and disclosed the rounded, polished top outlined by a semicircle of hideously carved faces.

"Jove, what a beaut!" ejaculated Winchester, yet with a note of respect in his tone. "What a nightmare! Fancy wishing a guest 'pleasant dreams' and then introducing him to that couch! Whew! Now, which face, Flora, love?"

Mrs. Winchester triumphantly produced the paper from her laces and read

solemnly: "The thirteenth gargoyle from either end."

"The one in the middle, of course," announced Winchester.

"Press the right eye," quoted Mrs. Winchester breathlessly. "I shall have them set in a glorious pendant, Harry!"

They hung expectantly over the bed.

"Now press!" she whispered sibilantly. Winchester pressed.

"Nothing doing," he announced flatly.

"Press harder," urged his wife. "The secret spring has probably rusted. They do rust sometimes, don't they?"

"I never heard of one doing so. They always yield easily, and the door rolls noiselessly aside and leaves an aperture," said Winchester grimly.

"We must get it open!" cried his wife tearfully. "Try some of the other eyes, Harry."

"But why try the others, my dear? It says the middle one."

"There is—there must be a spring!" retorted Mrs. Winchester. "Why should Nancy have put it in her diary if there was not?"

"I give it up when you ask me to explain the vagaries of the female mind"—began Winchester as he viciously jabbed the eyes of all the gargoyles in turn without result.

Flora burst into tears.

"Don't cry, my darling," comforted her husband tenderly. "I'll find out the truth if I have to chop the confounded thing into kindlings!"

"I wish I understood the meaning of it anyway," said Winchester presently when his wife had reached a degree of tranquillity where she could nibble a bon-bon appreciatively.

Again the tears flowed. "I might just as well have had another thousand dollars!" wailed Flora.

Winchester's elbow knocked a small package from the table to the floor.

"What is this?" he asked, picking it up.

"An express parcel that came this afternoon. I haven't had time to look at it."

He ripped off the covers and looked stupidly at a small leather volume in his hand.

"The Diary of Nancy Gray!" he ex-

claimed. A letter fell from the book, and he opened it eagerly.

"Read it!" commanded Flora impatiently. And he read as follows:

"My dear Mrs. Winchester:—Your uncle, the late Mr. William Gray, has placed this little volume in my hands with instructions to turn it over to you after his death. Of course you are aware that your uncle wrote this fantastical little tale for his own amusement many years ago, but it was never published. You are probably in a position to recognize that your uncle's clever wit enabled him to take great liberties with your family history. As the present owner of the Gargoyle bedstead, this little book will prove to be of especial interest to you. Congratulating you on the possession of such a valuable antique, and with kind regards, I am, very sincerely yours,

"JEREMIAH CHESLEY."

The long silence was broken at last by a suppressed chuckle from Mr. Winchester.

His wife buried her face in the sofa pillows. "Brute!" she sobbed bitterly. And Winchester is still wondering whom she meant.

## The Bottle Message

BY HAROLD OTIS

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Cruising in my pleasure boat off the coast of New Jersey, I was one day drifting with scarcely enough breeze to fill my sails when off the port bow I saw a bottle bobbing up and down in the water. When I came near it I noticed that the opening was covered with some substance of a bright red color. Steering the boat so that I would pass near it, I reached for it and brought it aboard.

So many bottles containing messages are thrown overboard by persons at sea who have nothing better to do that I would not have taken much interest in this one had it not been carefully sealed with red wax. Under the wax a cork had been driven into the neck. I smashed the glass and took out a paper. Unfolding it, I found a check for \$1,000 signed by Myron B. Carr, payable to bearer. The following words were on the paper:

Find Hector Carr Garrett. Tell him to look under floor S. E. corner of the summer house of Carr place, at Guilford, Pa., and he will find important papers. Check enclosed to cover expenses.

There was more than this on the paper, including the date and the name of a

ship that was not expected to survive a storm. The date indicated that the bottle had been floating twenty months.

I am rich and lazy, with no object in life. Here was a problem for me to work out, and I hailed it with pleasure. As soon as I returned from my summer outing I deposited the check in my bank and was afterwards notified that it had been paid. I took it for granted that Myron Carr did not know where one could find Hector Garrett, and this accounted for the liberal allowance made for the search. I thought out a system of advertising that would cover the whole United States and employed an agent in each and every state to make a special hunt within the state's limits.

I went myself to Guilford, Pa. The only information I gained there was that Myron B. Carr, a wealthy man, had been at sea nearly two years before and the vessel in which he had sailed had never been heard from. He left no wife. He had had but one child, a daughter, who had died. She had been traveling with her father at the time of her death. No will bequeathing Myron Carr's property had been found. Some indirect heirs had put in claims, but the estate was still in the possession of the inheritance court.

It occurred to me to take up the floor in the summer house and get the papers referred to, but if Myron Carr had intended such a course he would have written it on his message. I resolved rather to use every effort to find Hector Garrett that he might make the search himself. Meanwhile I felt bound to keep the secret.

I spent the thousand dollars found in the bottle and a thousand more without avail. Meanwhile I became so interested in the case that whenever at a strange town or city, I fell into the habit of looking into the directory of the place with a view to finding my man. I looked through hundreds of directories and found many Garretts, but never the one I was looking for.

Finally my agent in Maryland wrote me that a plumber named Hardy, having seen my advertisement, had come to him with a story that a few years before he and his wife, being childless, had adopted

a boy baby from a foundlings' home. To the clothing of this child had been pinned a bit of paper on which was written in a woman's hand "Hector Carr Garrett," with the date of his birth. The child was now in his fourth year.

It is singular how happy one may be made by a result that can be of no personal benefit to him. I was delighted with my find just as a scientist is delighted with a discovery on which he has long been working. I at once took a train for the town in Maryland where the plumber lived and was taken to his house. There I saw a bright little fellow who knew no other parents than the plumber and his wife.

They had kept the child's baby clothes, with the paper pinned to them. The clothes I did not consider likely to be of much value, but the paper, if it was in the mother's handwriting, which was probable, might be of great importance. I showed Hardy the paper I had found in the bottle. He suggested that I go to Guilford and make the search, but I insisted on his going with me, offering to pay his expenses. He accepted my proposition, and we set off together, leaving the child with his foster mother.

We arrived at Guilford in the afternoon and, taking a cab, told the driver to take us to the Carr place. It was well known in the town, and we had no difficulty in finding it. It was—or, rather, had been—a fine house, surrounded by large grounds. But it had not been occupied for some years and was in a dilapidated condition. The house was shut up, and there was no caretaker. We left the cab at the gate and walked to the summer house. It was, rather, an inclosed cottage. Having examined the floor and determined what tools were necessary, Hardy went for them, and when he returned we pried up several boards in the corner designated. We found a lacquered glove box, in which were several papers. One was addressed to "My Darling Son" and signed "Your unhappy mother, Julia Carr Garrett."

The substance of the paper was this:

Myron Blake Carr at the time of the opening of the narrative was a widower with an only child, Julia. When she was seventeen years old she attended a finish-



ing school, near which was a man's college. One of the students of the college, Hector Garrett, met her. The two were pleased with each other, and there were frequent meetings. One afternoon they met clandestinely for a ride. During the drive Hector dared the girl to go with him to a minister and be married. Yielding to an impulse of a high strung nature, she assented. She was no sooner married than, realizing what she had done, she was filled with regret. She dared not tell her father. Had she done so this story would not have been written. When she met her husband again he suggested that they wait till after he had been graduated, when they would both acknowledge the marriage. Thus two months passed. Commencement arrived, and they went home, both keeping their secret.

One day news came to Julia that her husband had been thrown from a horse and killed. This deprived her of her husband's guidance, and she was obliged to make her own decisions. She acted as any young girl might have done who was afraid of her father. She continued to keep her secret. Learning that she was to become a mother, she secured permission from him to go away for a time, ostensibly on a visit to a friend. Where she went the paper did not state, but it told how a negro woman had left the child, a boy, with the name his mother had given him pinned to his clothing, at a foundlings' home.

Julia Garrett returned to her father, who was still ignorant of her marriage or the birth of her child. The burden she bore broke down her health, and her father resolved to take her with him on a trip around the world. The young widow's health was not improved by the journey. She continued to lose ground, and when on the other side of the globe she died. Before her death she must have told her father of her marriage, that there had been an heir born to his property and that she had hidden the paper. This hiding of the document took place before she went abroad.

I compared the handwriting with that which had been attached to the foundling's clothes. They were identical. Both

were written in a peculiar fashion, all the letters being made with sharp angles.

The other papers in the box were a certificate of marriage between Hector Garrett and Julia Carr; also a certificate of the birth of their son Hector, signed by the physician in attendance.

I told Hardy that there was ample evidence to place his foster son in the possession of such property as had been left by the shipwrecked Myron Carr. There could not likely be a will unless Carr had mailed one from a foreign port before starting on his last water journey. But since the boy was the only child of Carr's only child he would inherit the property as the only direct heir.

Not wishing to act alone in a matter in which I had no legal right to act at all, I persuaded Hardy to go with me to deposit the papers we had found with the proper officer of the inheritance court, and I hired an attorney to attend to the minor interests. The property was about \$200,000. The judge after hearing my story offered to appoint either me or the child's foster father his guardian, and Hardy insisted that I would be the better man for the purpose. He also suggested that the boy who would inherit a fortune should be brought up in a different atmosphere from that of a plumber's home. I offered to take little Hector and assume his guardianship if Hardy insisted and if his wife was willing to give up the child. Hardy did insist, and Mrs. Hardy, for what she considered the good of the child, gave a reluctant consent.

And so it was that while lazily cruising along o'er the broad Atlantic I came upon that which gave me an object of interest and turned the life of a foundling from the career of a plumber to that of a clergyman. All this happened years ago, and Hector Garrett is now an honor to his calling.

Verily, great is the power of the press.

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### In the Blood

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BY STACEY E. BAKER

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Miss Constance eyed her niece severely, her usually calm face drawn to stern, unapproving lines. "Never mention the

subject again," she finished decisively. "The stage! The very idea!" The three ringlets hanging primly from each side of the high brow bobbed in grotesque emphasis.

Little Marie Durthy's pretty cheeks reddened indignantly. "You are just naturally prejudiced," she asserted petulantly. "There is positively no use in trying to reason with you, for I don't suppose you were ever at an opera or musical comedy in all your life."

The face of Miss Constance, plain in its Puritan contour, flushed hotly. "That is my business!" she snapped. "On the other hand, I am your guardian and responsible for your future. Let me hear no more of this foolish wish to become an actress—a cantatrice."

"You place me in school with special musical instructors," answered the girl, and now that I have developed a voice you don't intend that I shall use it. Do you think that I want to live on your charity forever? When mother died she left me in your care, but she would never have done this could she have seen her way clear to have done something else with me."

"I tell you again, young lady, that I am heartily sick of this foolish talk, and if I hear more of it I'll take you away from here and place you in a convent."

"I don't care," snapped the girl, rebelliously sullen. "I'd as soon be in a convent as anywhere else if I can't go on the stage."

"You shall never have my consent to become an actress," came emphatically from Miss Constance, "nor shall I come here to see you again this term. You will spend your vacation, as usual, right here. Primville, as I have told you, is a quiet, sedate little village. You would scandalize it—disgrace me."

"Don't worry," came from Marie. "I had rather—much rather—stay here."

From earliest infancy the diminutive Marie had longed for a footlight career. She could still remember her little mother's look of horror whenever she had broached the subject, and the tears in her eyes as she had insisted that her daughter put away all ideas of the stage.

But Marie's ambition had been above the maternal command. At the death of her mother—she had never remembered her father—she had slyly insinuated to the maiden aunt who had come out of the East that her path in life was predestined. It was enough. Miss Constance, terribly shocked, had at once placed her in a boarding school. She had been there ever since. She began to believe that she would die subject to the stern rules of the institution.

Only in the long vacation did the discipline relax, and it was during the summer before, when the Argus eyes of the principal were tolerant, that Marie had met one to fan the sleeping spark of her dearest wish to a greedy flame.

Mabel Morley, only a bit older than Marie, was a chorus girl. Had Miss Henley, the principal referred to, known this, she would have broken the intimacy existing between the two. But she didn't. To the angular Minerva of the boarding school Mabel was a rather pretty girl, of full form and with a baby face and blue eyes that seemed all innocence. The yellow hair of the maid was worn down her back in girlish braids.

Mabel was from the city, and she visited an aged grandmother residing near the boarding school. She and Marie were friends of two vacations, and Marie alone of all in Clemmville, the town wherein the school was located, knew the girl's secret—knew that she was of the stage.

Two years of this friendship could only result in one thing, and the terrorized principal awoke one morning to find the chamber of her star pupil unoccupied. Marie Durthy had responded to the call of the stage.

With some little money saved from her allowance and in company with the chorus girl, Marie was taking her first peep at things in Gotham long before Miss Henley was aware of her flitting.

"I'm going to take you to Rollins," exclaimed the chorus girl the morning after the two arrived in New York. "He has a keen eye for talent as well as form, and he can, if you make a hit with him, place you in his 'pony' ballet. Rehearsals start tomorrow at the Rotterdam, you know."

Rollins, ballet master of national prominence, welcomed Mabel enthusiastically. She was to have a speaking part this season in "The Mermaid," a rival production, but Rollins was above petty jealousies. He listened to the girl's plea for her friend, all the while playing analytic eyes upon the newcomer. Under other conditions it would have been embarrassing to the girl.

"We have over 100 girls in the 'Nymph and the Naiad,'" volunteered Rollins, his lean face alight, "and, by Jove, every one of them can sing. I'll give you a tryout on the piano. If you don't make good it's nix to you, in our gentle merry-merry, although I don't mind doing Mabel a favor provided it doesn't pull down the standard of the show."

Marie, although a bit frightened, had a truly clever voice and one trained beyond those of the usual aspirants. She "made good."

As the girl, flushed with pleasure, turned to go, a sound came to her that seemed to freeze the red blood in her heart. She stood in a strained attitude listening. Rollins glanced at her curiously.

"Are you such an admirer of genius," he scoffed, "that the mere voice of Connie Durant can turn you into a white statue?"

"Connie Durant!" gasped the girl. "Who is she?"

"She has never heard of Connie Durant!" came from the ballet master in more than simulated horror. "Lord, child! Where have you been all these years? Miss Durant is the bright and particular star of the 'Nymph and the Naiad' and probably the highest salaried artiste on the American stage. She comes of a family of actors. Her mother, grandmother and great-grandmother were all on the boards, and the sprightly antics of the vivacious Connie are household topics. Still you ask, 'Who is Connie Durant?' For shame, girl!"

The terrorizing voice grew in volume as its owner came nearer. Of whom did it remind Marie? Of whom but—

"Marie!"

The girl turned quickly and glanced into the horrified eyes of her aunt.

Miss Constance eyed her niece severely. But what a changed Miss Constance! The prim, old-fashioned curls, coiled ropes of hair and tortoise-shell back comb were gone, and in their place rested a low, modish wave. The ancient dress always worn by the aunt while visiting the school—that hideous furbelowed monstrosity, the shame of her relative and the delight of the other scholars—had given away to a delightful creation whispering of the gay city across seas. A slim hand, with tapering, well manicured fingers, rested lightly on the arm of a tall cavalier, who was now gazing at his beautiful companion curiously.

Miss Constance, metamorphosed into this dazzling vision all of twenty years younger than the sallow-faced aunt Marie had known, continued to stare at her frightened niece with great round eyes of amazement. The voice of the woman had told the secret of her identity. But for this the runaway would not have known her.

"Why that pose, Connie?" asked the amused companion of the actress. "Have you found in the young lady an embryo genius?" He turned amusedly to the girl. "You're in luck, kid," he ventured, with a laugh. "The great Connie has looked upon you with positive interest, and you may expect to take wonderful strides along histrionic paths from now on."

"No comedy, Thomson," snapped the one indicated as the "great Connie." "As usual, you are rather of an ass."

"Granted, gracious lady," came from the mummer. He swung his hat in a grandiloquent bow. "Granted. Think you, fair mistress, that I would be a good comedian were it not so?"

The woman ignored him.

"Marie," she said briefly, "there are explanations to be made. I want you to come with me."

It was then that the boarding house miss recovered her voice. "Right, dear auntie," she said sweetly. "I think that there are explanations to be made."

Over luncheon in an expensive restaurant stories were exchanged.

"Your mother," began the actress, gazing across the table and into the ad-

miring eyes of the girl, "was an artiste—a theatrical star—before she married your father. Our family have always been of the stage, but it was her ambition to have you grow up just like ordinary girls and away from the footlights.

"She made me promise to keep my identity from you until you were safely married and anchored in some good man's home. Therefore I adopted the old maid aunt role and placed you in a boarding school. Your future has been a problem that has driven me almost crazy. Hereditary influences, however, have made my word to your mother a futile promise. Our family are fate marked to be of the stage. It is folly to fight against it.

"You may accept a place in the chorus if you wish. I will arrange your progress as your aptitude dictates."

The woman finished and looked wearily about her. "The blood taint," she almost whispered—"how silly to fight it!"

### A Complicated Case

BY F. A. MITCHEL

Suits for breach of promise are not always the vulgar affairs to which we are accustomed, though I admit that many which are made public are not very sweet smelling.

Kate Devereaux was my chum in the woman's college, and I confess she fascinated me. Girls who have brothers are fond of picking out wives for them, and it usually happens that the brother doesn't see the matter in the same light as the sister at all. When I told Ralph that I proposed to make a match for him with my college chum he showed no interest in the proposition whatever.

"Wait till you see her," I said to him.

"If she is as homely and uninteresting as most of the girls you have picked out for me," he replied, "I don't want to see her."

I invited Kate to spend the spring recess with me. I had been just as stupid in telling her that I had a brother for her as I had been in telling Ralph that I had a chum for him, though my plan was rather a fancy than a serious intention. I was quite curious to see how these two persons who had been thus informed

would greet each other. Ralph and I went to the station to meet my guest, and I did not have a good opportunity to see how they were impressed with each other. After our return home I said to Ralph:

"Well, what do you think of her?"

"She's not so homely as the rest of your favorites," was his only reply.

I asked Kate if she did not think my brother a fine fellow, and she said, "Very nice," but in an indifferent tone.

We were all together for two weeks, with other young persons of our bunch, but I could not see that Ralph and Kate were especially interested in each other. Ralph seemed rather to favor another girl and Kate another man. It struck me that I had made a new failure in picking out a wife for Ralph, but, as I have said, my doing so was not a matter of great concern to me, and I thought no more about it.

Kate and I went back to college, and since we were to graduate in June, we were absorbed in our preparations for the final exams and commencement. Ralph came to see me graduate. Kate took part in the graduating exercises of the class, and I asked Ralph if she didn't look very sweet in her pure white costume. He replied indifferently that all girl graduates looked sweet.

Kate invited me to spend a few weeks with her after our graduation, and we left college together. The day after our arrival at her home Kate took me into her room and said to me:

"Estelle, I have a very unpleasant announcement to make to you."

"Do tell me what it is!" I said, catching my breath.

"I am going to bring a suit against your brother for breach of promise of marriage."

I looked at her with as much amazement as if she had drawn a pistol and ordered me to throw up my hands.

"When—how—where?" I began, but got no further.

"You may remember what you said about Ralph to me before we met. Well, I had no sooner gone to your house for the spring recess than Ralph began to make love to me. Fortunately I did not

trust him and showed little interest. When we returned to college he wrote me letters repeating what he had said to me. We met several times after that—without your knowledge—and I accepted him. I have no doubt now that he was simply desirous to make a conquest, for when he came on at commencement he treated me very coolly, not mentioning our engagement. Now, don't you think, dear, that such treatment merits punishment?"

"I certainly do, but"—

"But what?"

"I'm surprised that you should think of making the affair public."

"Estelle, you are harking back to a time when we women were expected to suffer any treatment from men they felt disposed to give us and hide our feelings of grief or resentment under a bushel. A time has come when such self abnegation has passed. I take this step not because I wish to—indeed, on your account especially I dread it—but because I deem it my duty to do so."

I could not but admit that in principle Kate was right, but in this particular instance something must be done to stop such a proceeding. I cut short my visit, returning home at once. I called Ralph into the library, where we were alone, and after telling him that I knew of his outrageous conduct I told him that Kate in justice to her sex was about to bring suit against him for breach of promise.

"How much damage does she claim?" he asked imperturbably.

"Ralph!" I cried. "What do you mean? You don't mean that you are going to let this disgraceful conduct stand; that you intend to keep up this dishonorable treatment?"

"What can I do? You tell me that you wish me to marry your college chum. You bring her home with you for vacation. She, having been informed by you that I am to make love to her and marry her, acts accordingly. I act accordingly too. She takes it all seriously, whereas we were both deferring to your wishes."

"Oh, Ralph!"

"Fortunately," he continued, "I am perfectly able to satisfy her claim if it is not unreasonable. My railway bonds will do that. I shall certainly do everything

I can to keep the matter out of court. If your bosom friend does not shrink from publicity, I do. There is no need for the lady to expose her lacerated feelings to a lawyer. Let her tell you what is the damage done, and I will pay."

Could this be my brother Ralph, whom I had always regarded the soul of honor? My astonishment was as great as at learning that Kate Devereaux, who, it had appeared to me, possessed the soul of a true woman, should make a money demand as compensation for having been trifled with. But Kate had justice as a motive. Ralph so far as I could see had no ground whatever to stand on.

"Ralph," I said, "this is the most awful thing that has ever happened to me. What can I do to stop it?"

"What can you do, Puss?"—Puss was his pet name for me—"you can get your friend's terms. I will pay and that will end the matter."

"But are you content to remain in such a position? Think how it will injure you. Kate showed me your letters, they are full of ardent love."

"She will not show them to any one else."

"How do you know?"

"Because she is not that kind of a girl."

This gave me a ray of hope. Ralph thus far had spoken no word of blame for Kate, and it was evident that he respected her. And his letters to her showed plainly that he had loved her.

"What brought about your change of feeling for her?" I asked.

"That would be telling. I am quite willing that you should pick out a wife for me, but after bringing about a complication I am not willing to be catechised by you as to my action or my feelings in the matter. But for any wrongdoing I am willing to pay."

There was much more talk upon the matter between Ralph and me, but I got no more out of him than I have given here. There seemed nothing else for me to do but see Kate again and endeavor to placate her in some way and persuade her that it was not her duty to take the drastic measure she intended. She lived not more than 50 miles from me, and I

left Ralph to take my car and run over for another conference.

She received me apparently with no great concern. She did not act like a woman whose heart had been broken or one who desired revenge. As to making money out of my brother, I knew that was absurd. I attributed her action merely to principle, to conscientious motives, the protection of her sex against unjust treatment from man. Since I had come back to her so soon, she evidently expected that I had something to tell her, and she waited—chatting upon unimportant matters—for me to do so.

"Kate," I said, "I have had a long talk with Ralph and have received no explanation of his treatment of you. The only thing I can get out of him is that he is ready to pay any reasonable amount within his capabilities that you may name. But I cannot conceive of your accepting a money consideration for such an injury."

"I can give the amount to charity," said Kate, it seemed to me rather severely.

"Are you sure," I said, "that there is nothing vindictive in your action?"

"Nothing of the kind. I simply wish to teach one man that he cannot treat one woman with impunity. What other women do under similar circumstances is their affair, not mine."

"Well, then, I suppose nothing remains but for you to name the sum you claim and for me to name the amount to Ralph."

Kate made no reply to this at once, but at last said:

"I think the matter can be settled between the principals better than through a third party."

I caught at this at once and asked if I should say to Ralph that she would consent to a conference with him. She consented to this with apparent reluctance. It occurred to me that I could as well communicate this over the telephone and going to the instrument, I called Ralph.

"Kate thinks that it would be best for her to give you her terms of settlement personally. Come over and see her."

"I haven't time." And I heard a click that I knew shut me off.

When I informed Kate of this she

looked troubled. After some deliberation she went to the telephone herself. There was no booth inclosing it, and I could not help hearing what she said, though of course I heard no replies. What seemed of greatest importance was:

"I didn't give that rose to Mr. Hathaway. He took it without my permission."

"Yes, I admit that it must have seemed very wrong to you for me to give away a rose that you had given me."

"Then you'll be over for luncheon?"

"For heaven's sake!" I exclaimed, when Kate rejoined me. "Has all this racket been about so small a matter?"

"It wasn't a small matter at all. Ralph gave me a rose. Another man took it, and Ralph saw him wearing it. Ralph, instead of coming to me for an explanation, treated me shamefully."

I didn't wait for Ralph's coming. The lovers had no further use for me.

I wish it distinctly understood that I do not claim to have made this match. Indeed, I was as far from it as one could possibly be. Both Ralph and Kate fooled me completely. Just think of these two, who happened to fall in love with each other and were both desperately caught, talking about a monetary consideration for wounded affection! And the cause—could anything be more ridiculous?

### Mermaid and King Salmon

BY CHARLES S. PEASE

The big white yacht *Priscilla* lay at her mooring buoy, nodding gently as if in approval of the sort of day offered by the sun as he lifted slowly out of the sea on the other side of Sandy Hook.

The door of the stateroom next to that of Mabel Chester opened and closed. In a few minutes there was a patter of bare feet on the deck overhead, and a stalwart form in blue trunks shot past her port-hole, diving cleanly into the sea. Being a medal swimmer, of course Miss Mabel could not resist having a look to see if this person was acting up to good form.

The young fellow was using a powerful overhand stroke and making for a bell buoy not far away.

"He's no novice," said Mabel to her-

self, "and, oh my, doesn't the water look delicious! What's to hinder my having a swim all by myself? Aunt Virginia Carrolton would likely find some objection if I asked her. Besides, it isn't 5 o'clock yet, and she must be getting her 'beauty sleep.' I couldn't think of wakening her on any account, so here goes."

Donning a bathing suit and a close-fitting red rubber cap, she tiptoed across the cabin and up the companionway to the deck.

Some sailors were busy forward, and as Mabel appeared a mate came quickly aft.

"I beg your pardon, miss; are you a strong swimmer?" touching his cap and smiling respectfully.

Mabel was justly proud of her college trophies won at aquatic contests at Wellesley and Magnolia and very graciously answered:

"Don't you think three medals are enough?" and overboard she went in the most artistic of curves, cutting the water as perfectly as a professional.

The mate dropped his deferential air and hurried forward.

"Here, Olson, and you, Torwald, unslung the gig. So! Lower away, now, and stand by. Unhook your falls." He said to himself:

"I was a fool to let her go; the flood is just running and strong at that, but what is a man to do with a pretty little guest of Mrs. Carrolton who has taken three swimming medals? Order her back to her room?"

"I don't think I'll go to the bell buoy this time," decided the girl. "Besides, it seems to be occupied by an observant person looking this way." Mabel had a most beautiful time. She rehearsed all the approved strokes and cut up all the tricks she knew about with the keen joy of youth and perfect health.

"I think that's about enough for this morning," said Mabel, after awhile. "Now I'll head for the gangway," and she glanced at the yacht.

A nasty little chill ran through her. The Priscilla was so much farther away than she thought it would be.

"Mabel Chester," she addressed her-

self, "stop that. You brace right up, old girl. I'm ashamed of you. You won a two-mile race once. The Priscilla isn't so very far away." And she took on her racing stroke. Looking up after a minute, she instantly realized she was not gaining much, and she saw something else, too—the yacht's gig was coming for her. Two men were bending to their oars, and the mate in his shirt sleeves was urging them on. She glanced toward the bell buoy, and halfway toward her the observant person was coming with a crawl stroke with the power of a tugboat.

A deadly faintness came over her like a shadow, and the smooth depths seemed to drag her.

"How perfectly absurd for me to go and get myself drowned this beautiful summer morning! I'll see if I can float. I used to float like a cork."

A gleaming, sun-browned figure surged up beside her, a hearty, cheering, boyish laugh rang out, and a strong hand went under her shoulders.

"You are a beautiful swimmer, but the floodtide got you. They will be here in a minute with the boat."

In a few minutes Mabel was rather ingloriously lifted over the side of the gig, while Arthur Benedict, water polo diamond medal holder, ranged on ahead for the yacht's gangway grating.

"Are you all right, miss?" asked the mate anxiously. "I should not have let you go, knowing the tide."

"Yes, indeed; I'm coming around. It was all my fault," assured Mabel. "It would take more than three medals to keep me afloat in this tideway. I owe my life to you and Mr."—hesitating.

"I don't know his name, Miss Chester. He came aboard at midnight from an athletic yacht club's launch. Hoots, but he swims like a king salmon."

"Oh, Mr. Ferguson."

"Yes, Miss Chester."

"We won't say anything about this, please, and could you arrange to dry my things in the engine room? I'll leave them outside my door in five minutes?"

"Easiest thing in the world, miss; glad to."

Benedict had reached the grating, for the mate had not hurried the gig.

The burly Scotchman passed Mabel over to Benedict, to whom she gave her little cold hand. She looked her thanks, but she said:

"Ferguson says you swim like a king salmon, and I think so too."

"That's worth more than cups and medals!" And Benedict bowed gallantly.

Half up the gangway Mabel turned as he was poised for another dip and whispered: "Mum's the word?"

Benedict put a finger to his lips, nodded three times and disappeared in the blue water.

"Mabel, my dear," said Mrs. Carrolton as the girl looked into her aunt's cabin later, "Arthur Benedict came down last night from Sea Gate, and I want you to be very nice to him. He is a splendid fellow. I have known him since he was in knickers. He is a nephew of your Uncle Henry's business partner and a Yale man."

Young Benedict, in flannels, being duly presented, was asked by his hostess if he was ready for breakfast and promptly admitted that he was as hungry as a shark. "Due to taking an early swim, perhaps," he added.

"Arthur, I have always thought you were part fish," observed Mrs. Carrolton.

"Any mermaids down here, Miss Chester?" inquired Benedict blandly.

"Why, did you see one?" asked Mabel, unshaken.

"Thought I did. May have been some big fish, though. He had a red head and silver scales."

"And a tail like a king salmon?" inquired Mabel, very much interested.

"Nonsense!" declared Mrs. Carrolton. "Tell us about that meteoric motorboat of yours, Arthur."

Benedict was at once all enthusiasm and gave an up-to-date description of all the different kinds of "water bugs" that were to take part in the race of the afternoon. He explained that the ideal toward which the designers were striving was a boat that at high speed would practically skim along on the surface of the water, not plow through it.

"Why, my boat Zip will run on a thin layer of fog, I believe! Watch her. She's entered in the big race this afternoon."

The Priscilla, gay with bunting and flying the commodore's pennant, was saluted by all the river craft as she steamed up the bay and, passing out through the East river, dropped her anchor at the finishing line for the motorboat contests off New Rochelle.

The Zip was brought alongside, and Benedict took her off for a warming up before the race in which she was to start in half an hour.

Mabel, in a smart yachting suit and wearing the colors of Benedict's club, had wished him good luck and then went forward to consult Ferguson. That canny old Scot was not at all in sympathy with the program for the day, and, pointing to the snapping, cracking, roaring contestants on every hand, streaking over the water, he said as much to Mabel.

"Why, miss, when nature has supplied a good, spanking breeze like this the young fellows should be satisfied to do their racing with honest canvas to carry them along instead of sheet-metal traps, full of machinery and gasoline. It's just a craze to go faster than the wind and is of the same piece with mile-a-minute motor cars, airships and underwater boats. I say it's flying in the face of Providence!"

"Why, Mr. Ferguson," quizzed the girl, laughing gayly at the dour old salt, "you wouldn't want to go back to three-stickers and canal boats and stagecoaches, would you?"

"Who knows but what I would?" And his weather-beaten features relaxed as he glanced at the bonnie lassie who had sought him so much since the morning.

"Miss Mabel, there is enough weight and power in one of those racing cockles to kick it all to pieces if anything goes wrong with the works, let alone the chance of an explosion."

Ferguson scowled again and picked up his marine glasses.

"Here comes our boat, miss. Have a look at her," he said suddenly.

Mabel gave a little gasp as she found the onrushing Zip skimming toward them like a swallow. In the midst of the flying spray stood a figure that looked to her altogether like a viking.

Ferguson, who had lassies of his own, did not fail to note the girl's shining eyes



and rising color as she watched and shook his finger at the venturesome sportsman as he brought his fragile craft to the line.

The commodore beckoned to Mabel from the bridge, but she cried:

"Oh, Uncle Henry; please let me stay here with Mr. Ferguson; it's so much nearer."

"As you please, my dear, and you may fire the starting gun when I give the word."

The mate put the lanyard in her hand, and she turned to the line where there were ten panting water greyhounds waiting and quivering.

Ferguson was watching the commodore. "Now!"

Mabel twitched the lanyard, bang went the gun, and they were off.

The course was a five-mile sprint to a stakeboat and back. One boat broke down at the line, and three others gave up with some kind of motor trouble while the fleet was yet in sight; then the others disappeared in a haze.

"Here, Olsen, and you, Torwald, unsling the gig. Now in with you and stand by to lower away."

"Why, what is that for, Mr. Ferguson?" asked Mabel, with round eyes.

"Just a precaution, miss. I take a good deal of that," muttered the mate, with his glasses trained on the course.

"See them yet?" whispered Mabel, on tiptoe.

"I can just make out three white spots. That means that only three boats have turned the stake. You will see them clearer in a minute or two. Find one with two red spots on her bow. That is the Zip."

For awhile Mabel could not make out more than three fountains of flying spray; then, dancing with excitement:

"Oh, look! look! Take the glasses. Isn't that our boat out in front?"

"It's the Zip, leading by a hundred yards."

"Our boat will win!" called Mabel to the bridge.

So she did and blew up two lengths over the line!

"Lower away!" shouted Ferguson, jumping into the gig, and down they went. Mabel didn't stop to think; there wasn't

time. She just slid down one of the falls into Ferguson's arms.

"It wasn't anything for a gym girl to do," she said afterwards to Mrs. Carrolton, "and, Aunt Virginia, I'm that proud. I was the first one to see him and grab him by the hair!"

"Him?" as though she didn't know well enough.

"Why, Arthur Benedict, of course, and wasn't it a miracle that he was not blown into bits?"

A week later when Mrs. Carrolton was going to the hospital to see about the young man Mabel announced that she was going too. Before the head nurse opened the door leading to Benedict's room she whispered:

"He will be all right in a fortnight, and it's a wonder."

Mrs. Carrolton sat by his cot and patted his hands, wrapped in dressings, and told him how glad they all were he would be around soon and said that he must hurry and get well so he could go with them on the Priscilla to Bar Harbor in August. Then she found that she wanted to say something to the nurse and hurried out.

Mabel was standing, leaning on the high foot rail of the cot, looking very charming.

"Well, you won the race anyway, didn't you?" waving her hand aloft.

Only Benedict's eyes showed out of his bandages, but they shown very brightly.

"Yes," he said softly, "and I am going to try to win"—But Mrs. Carrolton came in just then.

After the close of the season and the Priscilla had been laid up in the Erie basin Ferguson went to the commodore's town house to pay his respects before going to Scotland for the winter.

Mrs. Carrolton took him aside as he was leaving.

"I wanted to tell you that Mabel Chester is going to marry Arthur Benedict in the spring."

"I am very much pleased, madam; I am indeed. Each saved t'other from Davy Jones' locker in my presence," and his eyes twinkled under grizzled gray brows. "Please use your influence to have them stay on dry land as much as possible, and then I won't need to follow them around with the gig."

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Signs of Spring

When the snow and ice is thawing,  
And the crows again are cawing,  
As they circle o'er the landscape,  
The same as yesteryear;  
We feel a thrill of pleasure,  
A joy beyond all measure,  
Tho' a doubtful hope we treasure,  
That spring, at last, is here.

We see the robins mating,  
Feel the summer tonnage rating,  
That weighs against our pleasure,  
The only sign we fear;  
The ice-bound streams are flowing,  
The balmy breezes blowing  
And other signs are growing  
To prove that spring is here.

The Boomer grows more cheerful,  
And will give to you an earful  
If you'll listen to his chatter,  
And he'll seem to be sincere;  
As he paints in pictures glowing,  
The soft snaps where he is going,  
Saying "so long," as if knowing,  
For sure that spring is here.

I beg your kind attention,  
While one more sign I mention,  
More reliable than all the rest,  
To you it will appear;  
When the head man decorating,  
Just quits associating  
Altogether with the engine crew,  
Both spring and summer's here.

T. P. W.

### The Preparedness of Labor

CLEVELAND, O., April 2, 1917.

EDITOR JOURNAL: There are a few facts which should receive the careful consideration of every working man who honestly desires that labor shall be elevated to a just and honorable position; where efficient labor will receive honest

consideration and command that prestige and respect which is the due of every honest and fair dealing man.

In organization, in union, there is strength, but in preparedness lies the safety of the working man.

President Wilson was re-elected by the vote of organized railway labor and at last, after many years of waiting and disappointment, a man has been found who is big enough and far-sighted enough to support the theory that the laborer is worthy of his hire; a man who fears neither capital nor labor, but who stands for justice and a square deal for all the people. Politics are not permitted in our organization, and for that reason we shall not discuss the matter as a political issue or refer to what might have been; but we do say that every union man should read carefully and consider all the facts which are potent factors in achieving the greatest victory for organized labor in the history of the world.

Consider well your vote. Protect your own welfare and promote the interest of organized labor by voting for men whom, after careful investigation, you may find worthy of your confidence. The days of hide-bound, iron-shackled partyisms have passed—thanks to the sunlight of intelligence—and no longer can men be driven to the poles and voted en masse by a ward politician, or whole bodies of shop-men be voted by their boss. Think of these facts, then get out and be a worker in the interest of one hundred percent union preparedness, which will give organized labor prestige and power to demand justice *and get it*. Do not be lulled into the pleasant assurance that having won one victory there will be no more battles to fight. Now is the time to start recruiting; assist in bringing in the few who have taken the attitude of the man from Missouri. They have now been shown and the man who still refuses to do his duty toward his fellow men, but continues to take the profits for which others have paid, should be made to feel that his position among his fellow men is just about as hot as that region where they don't have to shovel any snow.

The day is past when we can complacently ignore the drone among us who

is satisfied to eat the honey that the workers gather for him; he should be made to work, or be put out of the hive where he will cease to be a burden and a menace.

Now that we have won a glorious victory, the more so because it is just, let us put our shoulders to the wheel and demonstrate to the world that it pays to be fair with labor, that a just rate of pay will produce a like day's work.

CHARLES F. LOCKHART.

### Honor to the "West"

Proud empire of the teeming West,  
Where prairies roll like summer seas,  
Where, ever riding on the crest  
Of every wave, and on the breeze,  
The soul of freedom, which inspired  
Your Lincoln, in another day,  
Still proudly floats, and later sired  
Another son, from Iowa.

Yes, Illinois her noblest gave,  
To stamp out slavery's hideous form;  
He struck the shackles from the slave,  
Himself just weathering the storm.  
And when once more, the monster bold,  
Of slavery, which but dormant lay,  
Again tried for a stranglehold,  
You sent us Stone, of Iowa.

Today your honor rests secure  
On deeds your sons have nobly done;  
The high and low, and rich and poor,  
Have showered praises on each one;  
And, if to serve the nation's need,  
Mankind again for leader cries,  
We know you'll send the best you breed,  
From Iowa, or Illinois.

In homage to each stalwart son  
Well may ye burn your altar fires,  
And sing your praise for honors won,  
For you, and their departed sires,  
For in the ages yet unborn  
Their deeds will still reflect thy fame,  
And though of every other shorn,  
You'll share the honor of each name.

T. P. W.

### Our Own Pension Best

OAKLAND, CAL., March 23, 1917.

EDITOR JOURNAL: In the March JOURNAL T. P. W. calls attention to the fact that the value of the pensions of the railroads was almost destroyed by the impossibility of the men reaching the pension age under the present conditions of service, so closely brought to mind during our late difficulties.

We should make every effort to in-

crease the membership in our own Pension Association. I think we have the best pension system possible. It not only takes care of you after you have passed the age of 65 years, but it protects you all the way. You do not have to be a member of the Pension Association one year before receiving any benefits, as some Brothers believe. The pension laws state very plainly in Article 9, Section 2, that, "Any member of this Association who has been declared a pensioner by the Board of Governors, who shall have paid dues for sixty months or less shall receive a pension from this Association for the remainder of his life of \$25.00 per month." This in case of permanent disability from accident or other cause.

Our pension really offers the best inducement to the younger men. The assessments are less; he has a longer period to run which make it possible for him to build up a bigger pension; besides he is protected over a long period, during which he is liable to meet with serious injury that may put him permanently out of active service.

Let us make every effort to boost the Pension Association as it provides us a protection that every man should have. It is a continual source of satisfaction to feel that when we become unable to run an engine we will receive a pension for the rest of our lives.

Yours fraternally,  
H. B. EVANS, Div. 283.

### A Closed Shop

SANTA CRUZ, CAL., Apr. 5, 1917.

EDITOR JOURNAL: It looks pretty good to see the Brothers getting busy about Convention matters this early in the season.

Our pension laws can be improved on, but the providing of the funds is more important than their distribution, and the firemen of today and the younger members of the B. of L. E. are the ones we will have to eventually look to for the support and success of the institution.

The letter on "Increasing the Membership" from Brother Smith of Div. 56, seems to have met with general approval,

but there is a dark page or two in every issue of the JOURNAL that ought to convince every member that something more drastic will have to be resorted to than mere soliciting if we are going to even retain our membership. This Brother expressed keen disappointment over the lack of enthusiasm over his January letter, but I can only say he is not the only one that has been disappointed in the same way. Let me say in reply to his call to Brother F. E. Wood, that Brother Wood declared himself several years ago for "Closed Shop," in the most ringing and emphatic language at his command, and believe me, it had some ring and emphasis too, but he, like all the rest of us, was doomed to disappointment. Why is it that no one is ever able to get any kind of a boom on a movement that is considered by all other labor organizations the main pillar in their support? Do the words "Closed Shop" sound too radical?

I think I can say without fear of successful contradiction that the "ex" member is our greatest menace and misfortune. No doubt every member of the late Conference Committee deep down in their hearts, had a whole lot of respect for our able representatives, and now, while sentiment is drifting our way, and half the world is at war trying to rid humanity of oppressive authority, let us strengthen the weak points in our own family, and then get in and hustle for the interests of our employers. The events of the last few months prove that no one needs to be ashamed or afraid to work for collective interests. Take for illustration the good Brother Vaughn of Division 182, a pioneer in committee work; see the array of officials he has worked under, and not only has he the respect of all of them, but is beloved by everybody that knows him. Let us pattern after him. If we have any old grievances, let us try and forget them and be on good terms with everybody in general, and members of the four train service organizations in particular, ever keeping our eye on the main chance—that of improving the B. of L. E., so as to keep it abreast of the times.

Fraternally,  
J. BALLENTINE, Div. 161.

### A Father's Elation

The other day when I arrived home  
From a trying run,  
I chanced upon a merry scene,  
Enacted by my son,  
Said he to little brother Dick,  
(All ready for a game.)  
"Let's play we're big like Daddy is—  
Let's make a great long train."

"I'll be the engineer," said Tom,  
Who loved to play that part,  
"And you can wave your hand like this  
To tell me when to start."  
So soon from chairs and other things,  
A splendid train was made,  
And Tommy at the throttle bragged  
He'd take her up the grade.

He pulled the throttle open wide  
And smiled to see her go,  
Then rang the bell and whistled loud,  
As his train began to slow.  
Up for New York or Baltimore,  
Or maybe Waterloo,  
The name, it mattered not that day,  
Just any place would do.

Years have passed and now I know,  
I might have known it then,  
That Tom would be an engineer  
When he became a man;  
For daddy's work appeals to boys  
Who like to play the same,  
Especially so when there are cars  
And engines in the game.

Well—after all—I'd feel ashamed  
To think I owned a son  
Who'd fail to do the thing he liked  
For something easier done;  
And nothing gives me quite such joy, or  
Swells my heart with pride,  
Like boarding Tom McNilly's train  
Just for a pleasure ride.

EVANGELINE RAE.

### Advance Thoughts

GOODLAND, KAN., March 31, 1917.

EDITOR JOURNAL: We learn from statistics that about one out of each hundred who essay to write for publication is able to get his article into print, and that one in ten of the fortunate few attains success as an author. In view of such discouraging conditions it is not strange that many hesitate to engage in an undertaking so precarious, but since Brotherhood men have a proprietary interest in a periodical, and are assured assistance from an indulgent Editor, it seems incumbent that we should voice our ideas through its columns, thus affording an opportunity for all interested

to learn and choose the best. Observation leads us to believe that the time is opportune for urging progression along economic lines, and suggestions promoting such a course might result in good, and possibly dispel some erroneous ideas which have originated from local contact and are not broad enough to apply in a general way.

It frequently happens that a majority of Brothers agree that the adoption of some certain plan would be well for our Order, but hold widely diverging opinions as to the best means to employ. We probably all agree that increased membership is desirable, and ideas ranging from entreaty to force have been advanced for furtherance of that proposition. While either plan might bring good results there are some who believe a desire for membership can be created by adopting means to better care for those who now belong, and since it is common knowledge that the newly promoted engineer usually has several years experience on scant and uncertain pay, it seems that a special provision for reducing Brotherhood expenses for such men would induce them to join our ranks.

We now have laws based on a salary limit which debar a Brother from participating in stipulated benefits of the Brotherhood, and a similar law governing assessments would be fully as equitable, and would probably aid in increasing our membership. It has often appealed to the writer that a large per cent of the money spent for conventions, and convening General Boards, is unnecessary, and could be diverted to a fund for assisting Brothers who depend on an extra board for maintenance, and thus be far more beneficially expended. Some may be loath to admit that the above claim of money being unnecessarily spent is well founded, but we believe mature and unselfish study of the situation will convince the most skeptical that our General Chairmen may very properly represent their constituents at our conventions, and make schedules, and perform all other duties which are now delegated by law to General Boards; and since many of such men are on yearly salary, the cost would be comparatively small. En-

thusiasm and long study on the above-mentioned lines may have warped my judgment somewhat, in which event I will gladly co-operate with any Brother who is kind enough to point out the defects of my ideas, or suggest some better plan.

We probably have no members who would permit prospect, or hope of self-interest, to influence their judgment when contemplating the broad welfare of the Brotherhood, but it might be well for us all to thoroughly canvass our inclinations when diagnosing conditions affecting our Order, and thus avoid a possibility of selfish motives dimming the light. Having realized many years ago my utter inability to competently fill any position outside the general rank in our Order, I try to view matters from the standpoint of a private, and if the ideas stated herein happen to appeal to others similarly situated, it might be well to combine in an effort to have delegates to the next convention instructed along such lines. In addition to giving us improved working conditions the Brotherhood has increased our pay, and to all intents and purposes is a partnership or corporate affair, in which the stockholders draw various dividends, and it is neither fair nor just for the partner who draws a small share to be taxed as heavily as one who gets more, but since it would be almost impossible to obtain an exact per cent for each, we can make quite an equitable distribution of expenses by creating three divisions consisting of those regularly employed, Brothers on the extra list, and another for men out of employment, and it is hardly reasonable to suppose that any Brother who has a regular run would hesitate to assist one less fortunate. Those who have paid in the greater length of time are entitled to special consideration, and usually have it in the form of a good paying position, but there is nothing in such a fortunate situation which should make us forget the adverse days we have nearly all encountered.

J. L. BOYLE, Div. 422.

### Shall the People Rule?

It is said of the old Roman Senator, Cato, that when addressing the Roman

Senate, he would invariably end his discourse by saying, "Brother Senators, no matter how the present matter is disposed of, *Carthage must be destroyed.*" Would that we had a Cato in the United States Senate that would state on the floor of that body, that no matter how pending legislation was disposed of, the Supreme Court of the United States should be stripped of the power to declare acts of Congress unconstitutional!

The United States is the only nation in the world with a written constitution, whose higher court exercises the power of vetoing the acts of a parliament, or other legislative body. England has no written constitution, and her judges of her higher courts are removable by Parliament, which is the supreme law-making power of the land.

Our present constitution was adopted in 1787, and for a period of 16 years, or until 1803, the question of the Supreme Court's veto was never raised when the case of Marbery and Madison was tried before that court, Chief Justice John Marshall rendering the decision. Marbery had been appointed Justice of the Peace of the District of Columbia by the retiring President, John Adams, but for want of time his commission was never delivered, Marbery suing the new Secretary of State, Madison, for the delivery of his commission. The court decided against Marbery, also rendering the startling decision that it not only had the right to pass on that case, but also to veto any act of Congress that was contrary to the constitution. Thomas Jefferson, who was then President, would not have put the mandate of the court into effect if it had been made, and would have brought impeachment proceedings against Marshall, which the latter knew, but his ingenious argument of the power and rights of the Supreme Court had taken hold in the minds of many. Jefferson had very decided views in regard to the Supreme Court. He said its members were the sappers and miners working night and day to undermine the fabric of our confederation.

Some years afterward in the "Yazoo Claims" case, in which the above principle was involved, Andrew Jackson, who

was then President, ignored the mandate of the court. Said Jackson, "John Marshall has rendered a decision, now let's see him put it into effect," and it was never done.

Succeeding Presidents could have followed the same course as Jefferson and Jackson except for that reverence for precedents and antiquity, and the result is, that "the ashes of the dead jurists yet rule us from their urns."

I do not wish to infer that our judges are not men of unimpeachable integrity, or that they are better or worse than the average of men, but they have too much power, which from the influence of their environment they are liable to misuse.

The Supreme Court has more power over the lives and general well-being of the people than any despots of Europe have over their subjects, and I believe if the American Federation of Labor, together with the four Brotherhoods, would start a campaign of agitation and education looking to a change, that the matter could be remedied, even if we had to have another Constitutional Convention.

When the Declaration of Independence was promulgated in 1776, every one was enthusiastic for the rights of man expressed in the words, Life, Liberty and the Pursuit of Happiness, but 11 years later when the convention assembled, Tories and Reactionaries were in control, after which less was heard about life and liberty, but more about the dollar.

The powers of the Government should rest with Congress and the President, because they more nearly represent the will of the masses. The people may still cling to the outward forms of a republic and yet be enslaved, so it behooves organized labor to wake up and use its efforts and its influence to bring about conditions productive of the true essence of the purposes expressed in the Declaration of Independence. ROBT. HERIOT, Div. 182.

### Suggestions

ALTOONA, PA., April 10, 1917.

EDITOR JOURNAL: I have read with much interest the suggestions and comments in the ever welcome JOURNAL each month relating to increase of member-

ship. It really should not be necessary to explain the benefits of our organization, nor the obligations that rest with every engineer who shares in those benefits, but it seems to be necessary to do that very thing, and since that is so we should set about it in a most effective manner. If we would each appoint ourselves a committee of one and have a friendly talk with our non-B. of L. E. engineers, explaining to them the advantages to be gained for all men running engines by all being members of the same organization, our insurance and our pension plan, etc., we could come pretty close to getting a 100 per cent membership in the B. of L. E.

The organization that first established seniority rights on the railroad and stamped out classification of pay is entitled to the respect and the support of every man running an engine today, not alone for what it has done, and is doing at the present time, but for the better reason of what it may do in the future for the engineer. A hearty co-operation is needed and the results will fully justify every effort put forth, for there is much yet to be done for the men who must face the conditions of the present and the future on the railroads of the country.

I desire to say a word in praise of the Auxiliary: of how proud we should feel of the fact that we have the hearty co-operation of this grand body at all times when help is needed, as well as the social advantages it promotes for all our members.

J. C. Burley Div. 287 is very active. We have initiated many new members during the past year, many of whom have followed the course of the older members by joining the Pension Association. A number of our older members are today enjoying the fruits of the pension after many years of faithful service to the Pennsylvania Railroad Company.

Now Brothers, let us all pull together so we may succeed in making the B. of L. E. what it should be, at least 99 per cent strong in membership, composed of those whose membership is really desired. That would certainly be a benefit to all concerned. Yours fraternally,

E. A. McCONNELL, C. E., Div. 287.

### Cannot Get Something for Nothing

PITTSBURG, PA., April 6, 1917.

EDITOR JOURNAL: Please allow me a little space to comment on the letter of Bro. M. F. Domey, S.-T. Div. 330, in April JOURNAL, wherein he suggests certain changes in our pension and insurance laws. I have heard such talk from other members, and I wish to register a most emphatic protest, not only against tampering with existing laws, but also against making inconsiderate criticism that may lead non-members to hold unfavorable opinions regarding our institutions, or to think that serious discontent lurks within our ranks.

There is an old, perhaps hackneyed saying, but true nevertheless, that "you can't get something for nothing." If changes are proposed in our laws, allowance must be made for added expense. The wonderful means of protection already offered by our Order are the result of years of most painstaking work on the part of our efficient management. At the risk of being thought unprogressive I venture to say that we have about "gone the limit." Pensions for widows or other heirs could be given, and many other very desirable features of insurance, but not at present prices. And when we speak of reducing the assessments of Brothers who have been advanced the one per cent, we tackle a proposition that few of us know anything about. Tables of expectancy of life have been compiled after years of work, in connection with all sorts of benefits contemplated. When, therefore, we figure on a man being paid benefits before he is dead, we bring into play an entirely different calculation, and our expense automatically changes. So it will be seen that many desirable things are not practical.

I am most happy to say that the members of Div. 325 share in my opinion that the means of protection now offered by the B. of L. E. cannot be duplicated. I believe with Bro. B. F. Franke, of Div. 13, that increase of membership is the most important thing before the B. of L. E. today. One of our members said to me recently: "I contribute to everything

the B. of L. E. offers. I have never drawn any benefits, and I hope I never shall while I live. But I have the satisfaction of being protected, and incidentally helping others less fortunate. The Indemnity Insurance alone is worth all I pay." Another, speaking more particularly of the pension feature, said: "If I should remain in the service till I am compelled to retire at seventy, and then should get even ten dollars a month, I should consider it a good investment." And what wonder! Why, if either of these Brothers should lose an eye—not an unusual occurrence—he would receive five thousand dollars spot cash, and not less than thirty dollars a month pension for life. This is only an instance of many phases of protection which these Brothers enjoy, for they are protected by the indemnity on or off duty, and by the pension against old age or disability, while their occupation is protected by the Brotherhood. They are surrounded by Brothers who will fight for them and die for them if necessary, and all at a cost of not over twelve dollars a month.

I am writing much more than I had intended, and yet I have not mentioned fully and explicitly all of our achievements and means of protection. Brothers, we are not perfect, but our organization is about as nearly so as the present stage of evolution will permit. I will repeat, we have about gone the limit.

Fraternally,

J. C. McCLELLAND, S.-T. Div. 325.

#### Bro. A. H. MacFarlane, Div. 838, Wearer of Honorary Badge

I was born March, 1849, on a farm near St. Paul station, Canada, on the Grand Trunk R. R., and saw the first engine pass over that road. I worked on farms until I was fifteen years old, then drifted down to Hamilton, Ont., where I worked at several different things, principally in Angus Sutherland's grocery store, until 1868, when I left Canada for Uncle Sam's country, arriving in Plymouth, Pa., the heart of the anthracite coal region. I got a job at once firing six boilers at the Boston mines; stayed there until the great miners' strike of 1869, then I got a

job with the D. & H. Coal Company, under I. M. Mask, master mechanic; worked under him as fireman and engineer, also helped put up stationary engines, pumps in mines, etc., until 1872, when I quit and went down to Pittsburgh and got a job firing on the old Pittsburgh & Connellsville R. R. on one of the old camelback engines. I stayed there but a short time on account of the water; it was too bad for me. I then went up to Kingston and got a job firing under Charles Graham, master mechanic. I stayed there three years or until September, 1875, when I



Bro. A. H. MacFarlane, Div. 838

was promoted and put on a construction train which I ran for six months, then was put on a ten-wheeler and ran what was called an extra, or shop relay run, on which I took the place of men whose engines were being held for repair. I held that run until 1879 when I ran into an open switch on my own time and rights and no flag out. I was taken off, but pending the investigation, by which I was entirely exonerated from blame, I went down to New York City and got a job running on the Elevated roads, getting a better job and more money than I had ever received. These elevated jobs were a blessing for many old timers who lost



out on the surface roads during the strikes of those days.

I was the first fireman on the Bloomburgh division of the D. L. & W., to join the Firemen's Brotherhood, retaining my membership until Oct. 10, 1876, when I joined the B. of L. E., in Pittston Division 119, Pittston, Pa. I believe I have had a very successful career, never having cost the railroad company a dollar through any fault of mine, nor having ever received a letter of censure from any employer or from the B. of L. E. in my forty years of railroading. The last honor I received was the badge of Honorary Membership in the Grand Division, of which I am justly proud.

I tender you all an invitation to call on me if you happen to find yourself in Florida at any time. We will treat you well. We have a fine lot of members in Division 838 who will be glad to meet Brothers from the Northland, or anywhere else.

Don't forget to look me up. I live in Dania, Florida. Fraternalty yours,

A. H. MACFARLANE, Div. 838.

#### Bro. Chas. E. Parsons, of Div. 752, and Wife

On the 20th of December, 1916, Bro. Chas. E. Parsons at the age of 70 years, retired from the service of the New York Central Railroad, on pension, after 52 years' railroading.

Brother Parsons went running on the Hudson division of the New York Central Railroad in 1874, joined the B. of L. E.



Bro. C. E. Parsons and Wife, Div. 752

in 1875, and holds a policy for \$4,500.

Brother Parsons has three sons-in-law, all members of the B. of L. E., Bros. Charles Scanlan and Wm. Underwood of Div. 752, and G. F. Smith of Div. 46.

Brother Parsons' health is remarkably good for his years and the service he has rendered. He entered the employ of the N. Y. C. R. R. in June, 1864, as baggage-man, but soon after went firing. His advancement was rapid for those days, for he soon attained the ambition of his boyhood to become a locomotive engineer. His career has been a very successful one, having had but one real accident, he himself being the only sufferer from it. Going through Tarrytown on the Southwestern Limited some years ago he ran onto a torpedo, a piece of the casing of which struck him in the left eye, destroying the sight. For a while after that he ran a yard engine, but later was transferred to a position in the roundhouse where he remained until retired. The company offered Brother Parsons retirement a year ago, but he declined the offer. In his position in the roundhouse he came in contact with many of the employees, thus adding to his wide circle of friends by his unfailing courtesy and square dealing.

Our veteran Brother joined Division 59 in 1875 in the old village of Greenbush, then transferred to Division 145, New York City, and from there to Division 752 at Rensselaer, N. Y.

Brother Parsons also enjoys the honor of wearing the Honorary Badge of Membership in the Grand Division.

Brother Parsons and his estimable wife, both are enjoying the best of health in the sunset of their long and busy lives.

Fraternalty yours,

MARQUIS S. COLLARD, Div. 46.

#### Bro. W. S. Manning

HALIFAX, N. S., April 3, 1917.

EDITOR JOURNAL: Bro. W. S. Manning entered the service of the Windsor & Annapolis Railway, at Kentville, N. S., in 1872, as a shop hand. After a short time he went firing on an inside connected wood burning engine of Canadian make. The gauge of the road at that time was



Bro. W. S. Manning, Div. 247

five feet and eight inches; it was later changed to the standard when it became the present Dominion and Atlantic, and is now operated by the Canadian Pacific Railway Company.

Brother Manning was promoted to engineer in 1882, and was in active service as such until November, 1916, when he was placed on the pension list. He is at present an honorary member of Div. 247, and has been a member of the Brotherhood for 25 years, being also a member of the Pension Association.

Brother Manning, as his picture shows, is hale and hearty, and his many friends hope there are many years of happiness in store for him.

Fraternally yours,  
ALBERT WRIGHT,  
Sec.-Treas. Div. 247.

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### Bro. Neil McKay, Div. 213

HURON, S. D., March 26, 1917.

EDITOR JOURNAL: Bro. Neil McKay, of Scottish descent, was born at Campbellton, Scotland, October 8, 1854. In 1860, he, with his parents, emigrated to Perth, Canada, later taking Horace Greeley's

advice by moving to the West, where they settled in Hokah, Minn., in 1865. In 1867, at the age of 13, it became necessary for Neil McKay to help the family earn its living, which he started to do by securing a job running a bolt cutter in the shops of the Southern Minnesota Railroad Company (now a part of the C. M. & St. Paul). Going to work at such an early age deprived him of the advantages of school, but he made the best of the situation by studying evenings under the tutorship of his parents. At the age of 14 years he was asked by the master mechanic if he would like a job firing, which offer the lad accepted without the least hesitation, having thus realized that his "golden dreams" had at last come true.

He first fired engine No. 4, a double dome, 14-inch Hinckley wood-burner, for Charles Townsend. After three years firing Neil was promoted, being then but 17 years of age, and the youngest locomotive engineer in the State of Minnesota.

In 1873, after running on that road for two years, Brother McKay quit when the pay car got so far behind time it seemed as if it could never make it up again, he



Bro. Neil McKay, Div. 213

going to the Green Bay & Western, where he ran on the division between Grand Rapids, Wis., and Winona, Minn. While there he joined the B. of L. E. in 1876, in Division 102, at Austin, Minn. This road had much the same failing as the other one he had just left, so he again changed his base to the Winona & St. Peter division of the Chicago & Northwestern Railway, running out of Winona, Minn. He remained there about four years, during which time, or in 1878, he transferred his membership in the B. of L. E. to Div. 9, at Waseca, Minn.

Brother McKay has been a passenger engineer for the past 30 years, has a creditable record, and is today hauling the best passenger run on the Dakota division. He was a charter member of Div. 213, at Huron, S. Dak., and has ever been an active member of the Order, having served terms as Chief of the Division, also having served on the G. C. A. several years, and was elected delegate to the St. Louis Convention.

Brother McKay's family consists of his wife, two sons and two daughters. The eldest son is a junior in the law school at Harvard University; another son attends Huron College. The elder daughter is a teacher of domestic science, the other is an instructor of music. Brother McKay served two terms as mayor of Huron, but declined to run for a third term on account of being unable to spare the time to do justice to the office.

On Sept. 3, 1916, Brother McKay was made an honorary member of the Grand International Division of the B. of L. E., and is the proud possessor of its Badge of Honor. When the latter was presented, the Brother said in response: "Brothers, this is the happiest day of my whole life. I appreciate deeper than words can express the honor which the Grand Division, through the members of Div. 213, have bestowed upon me, and I take this opportunity to say to you all that I owe my success in life to the aid and influence of the great B. of L. E."

Brother McKay was but 61 years of age when he received the badge, being no doubt one of the youngest of our members to receive that coveted honor, and there are many friends and associates

here and elsewhere who sincerely hope he will live long to enjoy the honors he has so well deserved. Fraternally,

VICTOR H. WATSON, Div. 213.

### The Lesson Taught

The late contest between the railroads and their train service employees proved one thing quite conclusively: that nothing so strengthens organization like aggressiveness on the part of the opposition.

There is no doubt but some sores have resulted from the activity of the railroads during the long days of conflict between hope and doubt, and perhaps some overzealous officials have overstepped the line of prudence, but it is better for all concerned that these things be forgotten as soon as possible, by both sides, or at least be made subordinate to the more important demand for hearty co-operation between the management and men in the movement of traffic.

T. P. W.

### Railroad Men's Home

HIGHLAND PARK, ILL., April 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended March 31, 1917:

#### SUMMARY.

Grand Division, B. of L. E.....	\$ 76 40
Grand Division, O. R. C.....	53 56
Grand Lodge B. of L. F. & E.....	40 00
B. of R. T. Lodges.....	40 00
L. S. to B. of L. F. & E. Lodges.....	5 00
L. A. to O. R. C. Divisions.....	3 00
Sale of junk.....	8 66
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
C. W. Herbert, Div. 608, B. of R. T.....	1 00
	<b>\$ 220 71</b>

#### MISCELLANEOUS.

Two quilts from Lodge 264, L. A. to B. of R. T.  
Two quilts from Lodge 104, L. S. to B. of L. F. & E.  
Box of fruit and pickles from Div. 159, G. I. A. to B. of L. E.

Subscription to Everybody's Magazine and Pictorial Review, from Lodge 45, B. of R. T.

Subscription to Saturday Evening Post, Country Gentleman and Ladies' Home Journal, from Div. 157, B. of L. E.

Subscription to the Red Book and National Sportsman, from Lodge 555, B. of R. T.

Subscription to Hearst's Magazine and the Blue Book, from Lodge 680, B. of R. T.

Subscription to Baseball Magazine and Delineator, from Lodge 715, B. of R. T.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### May Day

The glad May Day has come back to earth  
The fire no longer burns on the hearth,  
The long cold days of winter are past,  
And days of delight have arisen at last.  
The woods and fields are throbbing with song  
There's a glad thrill the branches among  
A blue light is seen where rivulets run,  
The waters leap up to the kiss of the sun.

'Tis the time of the children, and we who are old,  
Who have found in our lives only dross, not rich gold;  
Who are weary with troubles, with cares and with ills,

Can go down to the meadows or up to the hills;  
And watching the boys and girls at play,  
Bring back to our hearts the thought of a day  
When we too were rovers, and feel ourselves stirred  
By the voice of the children, the song of the bird.

And dream that again in the sunshine we play,  
As we did when our youth was perpetual May.  
Oh, stay not the children from laughter and mirth  
Nor trifle the dreams in their hearts that have birth.  
Too soon will the summer and autumn pass by,  
Too soon will deep gloom overshadow the sky.  
Let them gather the flowers that blossom today;  
Too short in their lives is this beautiful May.

### The Merry, Merry May

The traditional May Day of which historians write and poets sing, is little known in this prosaic age and uncertain climate; for the American winter is prone to linger in the lap of spring, regardless of the almanac. At the present time there is very little attempt to keep in remembrance what was once considered the merriest day of all the glad new year. In the ancient times, the Romans used to celebrate a festival of flowers on May 1, in honor of the Goddess Flora, but it was in medieval England that May Day, as we know it, was celebrated as a great public holiday. All classes of people, young and old alike, were up with the dawn and went "a-Maying" in the woods. Branches of trees and flowers were borne back in triumph to the towns and villages, the center of the procession being a Maypole, glorious with ribbons and wreaths, that was finally set up in a prominent place where the people danced and frolicked around it. One of the prettiest lassies was chosen as Queen of the May, and her coronation occupied an important part in the celebration. But not always did the Maypole look down on simple joy and innocent mirth; for in 1517 occurred what is known as the "Evil May Day," when the apprentices of London, under the pretense of going "a-Maying," gathered together and attacked all foreign workmen, killing some and injuring more, until, as it is said, the channels ran with blood. The officers of the law put a stop to the uprising and arrested 2,000 of the hot-headed youths, marching them to Westminster with ropes around their necks. They would all probably have been hung had not Queen Katharine, an alien herself, pleaded with the King, Henry VIII, for their lives; and he at length granted them his pardon.

Up to the last century, May was peculiarly marked in Italy, by outdoor sports and pastimes, while travelers were often charmed by meeting pretty, picturesquely attired girls, dancing on country roads and chanting a pleasant old song, in which they wished the listener all sorts of delightful things, after every stanza came a joyful chorus, the burden

of which was "Allegro Magio! Allegro Magio!" (a merry, merry, merry May.) On the whole the May time of the past was a picturesque, happy, wholesome season, bringing enjoyment to old and young alike, and we could almost wish for a return of the old-time festivities, with its Maypole and May Queen and outdoor sports, at any rate we hail with joy the month of May, in which all Nature wakes to a new life, and we enter upon our duties with renewed vigor and zeal.

All hail the merry month of May.

### Honor to Whom Honor is Due

The history of human life is a history of failure, the real successes being comparatively few. Why is this so? The answer is found in the fact that we do not concentrate our talents, energies and ability. Very few persons end their career in the channel in which it was begun. The larger proportion flounder about from one vocation to another, all the while seeking the particular one that is to make money, no matter what it is. To do one thing and do it well exemplifies a principle based upon reason and confirmed by experience.

Modern progress has created a large demand for mental acquisition and skilled labor, for men who, with head and hand shall not simply occupy but completely fill the position to which they aspire.

The days of makeshift men have passed away, and the necessity of the times demands perfection in details, and the call for ability increases. Of all classes of skilled labor I believe the men who are running the locomotives today, come the nearest to sticking to the career which they aspired to when they took their place on the footboard as firemen. The thousands of engineers holding their positions with honor from young manhood to old age are the proof of this fact. They have learned the one thing and learned it well, and by this concentration of energy they deserve success.

How wonderful is the power of the modern locomotive and what a dangerous power it would be if it were not for the kind heart, skilled hand and trained mind of the engineer who controls it.

If the public, not in railroad service, could realize for one week the life of the average railroad man and his family, I think their sympathy would be enlisted to such an extent that they would consider our men, not the best paid, but the poorest paid, of all wage earners who require nerve, brains and training to make them proficient.

And the wives of these men who must ever be watching and waiting with always a fear in their hearts, for their safe return. These brave women upon whom so much responsibility rests, because the men have very little time to devote to the home and family, and this throws the cares upon the shoulders of the wife, who seldom has the pleasure of his company to any place of amusement or social gathering. Should not these women have all the comforts and some of the luxuries of life? Could this be possible if the men were not given a fair wage and shorter hours? The recent victory achieved by the four Brotherhoods was hailed with joy by the women of our class who may now have a few hours of their husband's company while the children, possibly, may become better acquainted with the father whom they love and respect.

As a member of the G. I. A. I feel that we ought to speak of the loyalty shown by our members and the members of the other Auxiliaries in the recent crisis when our hearts stood still, not knowing what the outcome would be. Who shall say that these women did not play an important part in that event, which will go down in history as the greatest victory ever achieved in the interest of labor?

Many a man would have weakened had it not been for the loyalty and encouragement of the wife, and we all know that when there is an actual strike the women and children are the greatest sufferers.

To the leaders of the Brotherhoods we must give the greatest praise ever accorded to men. They never faltered, but held tenaciously to the principle of right, and with the loyal men and women behind them, they won for us that which we could not have won without them.

We want our G. C. Brother Stone to know that we revere and honor him and

that during the terrible stress he was under there were thousands of women praying for him and the cause he represented.

I know the good women of the other Orders were also praying for their leaders, and who shall say that the combined prayers and influence of our loyal women were not a great factor in the success which was the result of their labors for the betterment of the conditions of our men. We want to congratulate our leaders and those men and women who decided to remain loyal whatever the outcome.

We know that all will benefit when the thousands of men who were working many hours of the day and night will have some little time for home and family, for nothing succeeds like success. To the B. of L. E. I will say,

You may find that though others may fail you in need

The G. I. A. members are loyal all through.

When you make a fight

For justice and right

When it comes to the pinch they'll be true.

MARY E. CASSELL.

### Loving Kindness

"A word fitly spoken is like apples of gold in pictures of silver."

One day last summer I got aboard a train at Big Spring and sat down by a little boy about seven or eight years of age who seemed to be traveling by himself. Instantly, he poked at me and said, "What you doin' sittin' by me, smarty?" He licked out his tongue and made faces at me in such an astonishing way I was spellbound.

I looked helplessly around and encountered sympathizing looks from every one. One dear old lady said, "You had as well get up, honey, and sit by me here, that little rascal won't let any of us have peace." At this remark the child yelled, pulling down his eyes and licking out his tongue saying, "Yah! Yah! Don't you wish you was my boss?"

The old lady said, "This is the way he has kept it up since leaving El Paso, he has made life miserable for everybody, and we have to stand him till we get to Dallas."

Two gentlemen had got on the train at Big Spring and now came in and took the chairs just ahead of us. Instantly the child began on them, going through his facial contortions and ugly, saucy words.

One of the gentlemen looked at the child very much as though he would enjoy taking him on a visit to a peach tree, but the other gentleman seemingly not noticing the child even as the little fellow doubling up his fist and striking his newspaper shouting, "Don't you wish you was my boss, mister smarty?" The gentleman looking at his paper said, "Well now, I do wish you were my boy."

"Yi! yi! old smarty, what for," said the child, "would you like to lick me?"

"Oh no," said the gentleman, "I'd take you fishing."

The child looked his astonishment, but before he had time to say anything the man continued: "Yes, I'd take you, Rip, (my dog) and Jim, my colored boy, and we would go to the dandiest place where the water is so clear one can see the perch and cats take a nibble at the bait, and"—by this time the child had come to the gentleman's chair and was leaning against him listening with his whole heart. "And when," continued the man, "when we had caught enough, (you would catch about a dozen perch and I would land a few cats) we would go to camp and Jim would clean the fish and you would run to the spring to get the water and"—"Could I let Rip go with me?" said the child, his little face as bright as a dollar. "Sure," said the man, "and he would jump in the creek and bring back sticks to you, too."

The child sighed rapturously and the man continued: "Soon the good, smelly smell of the corn bread, fried fish and coffee told us Jim had supper ready for us. We would eat and eat until it was all gone, of course saving a lot for Rip and old Jim. Then while Jim washed up the things we would cut down some little pine trees to make our bed which we would arrange to suit us; then while Rip wandered off sniffing round logs for rats or squirrels, or just any old thing and the campfire made all outside its light seem so big and black, Jim would strum on his banjo and sing for us.

"After awhile Jim would go off to see

about the trout lines, and just we two would sit by the fire. Then before you get sleepy I would tell you all about the wonderful little people in fairyland, and you would go to sleep with the chirp of the katydids and the hoot of the owl sounding so lonesome like, but you would not be afraid because you are a big boy and like to carry a gun you know, and too, I'd have you up right close in my arms.

"In the morning what a time we would have"—"Colorado!" called the brakeman, and the two gentlemen got up. The one that had talked to the child held out his hand and said to him, "Goodbye, old chap, I hope we will get to take that fishing trip sometime."

After they left the train the child watched them from the window and waved as far as he could see them. When he looked around mine was the first face he saw, and before reaction set in, said, with a wistful little face, "My, I wish I was his boy." MRS. A. R. RAMSAY.

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### Silver Anniversary of Div. 128

What a perfect day it was on March 15, which was our twenty-fifth anniversary. To those who had worked together faithfully that length of time in the dear G. I. A. cause, and to those who had come to us one by one and taken up their share of the work so loyally, this was a gala day.

We met to celebrate the occasion in Engineers' Hall, each one bringing their donation toward making up a most appetizing meal—a turkey spread and all the good things that go with it. The tables were elaborate in decorations of silver intermingled with green, a suggestion of St. Patrick's Day so near at hand. The immense birthday cake, which was marvelously beautiful in white and silver, was placed in the center, and cut later in the day, at which time it was proven to be as good as it looked. The entire day was spent in sociability, talking of the many happy times we had spent together in the past 25 years, with now and then a loving thought and word for those who had passed on and would never mingle with us again. It seemed a perfect an-

niversary day to us, perfect from the fact of having dear Sister Cassell with us, as she had been 25 years ago when she came to organize Div. 128.

In a presentation speech to her it was said that in all that time she had never failed us, coming to us in pleasure and sorrow, always with us when we needed her most. The day was full of happy surprises.

First Sister Simms, in behalf of Div. 128, presented Sister Cassell with a handsome silver lavalliere, with cameo pendant. Brother Blomeyer, C. E. of Div. 11, to which we are auxiliary, presented us with 25 new silver dollars from Div. 11. This with the good words coming with it, reflect good fellowship, and we are proud of belonging to this grand old Division. We have always felt that we have had their strength behind us.

Sister McCarthy, Vice-President of our Division, in behalf of associate officers, presented Sister Simms with a beautiful lavalliere. Responses were made to all these gifts, and we had begun to think that all the nice things had happened that could happen in one day, when a committee of Sisters from our offspring, Div. 552, were announced, and Sister McKibbin, spokesman for 552, presented us with 25 beautiful pink carnations and 25 new silver dimes, together with words of cheer and goodwill toward the mother Division. They spent a social hour with us, and were served with cream and cake.

In the evening each Sister present was given a souvenir of the occasion. All who were there feel that words of praise can never do justice to Sister O'Hern and her faithful committee who had charge of the complete arrangements of the day, and the members, each one of whom did their part so well. We will not forget a little message of love and esteem to those who founded the G. I. A. and made it possible for us to belong to such a noble and grand Order.

MRS. F. SIMMS.

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### Twenty-sixth Anniversary Div. 82

Sisters of Scranton, Pa., celebrated the 26th anniversary of the organization of the Division with a complimentary banquet for its charter members.

Of the sixteen who are still with us, eleven were present, the others were detained from various causes. It was a great privilege to entertain our Grand President upon this occasion, and her inspiring talk on the great work of the Order was listened to attentively and greatly enjoyed. Our Inspector, Sister Buck of Philadelphia, was also with us and remained over to attend our regular meeting. We were delighted to have her with us. We had another guest, whom we always love to greet, Sister Riley, of Mauch Chunk, Pa. Sister Georgia, chairman of the social committee, introduced the speakers.

Sister Lord, our President, made the address of welcome. The response was made by Brother Tewksbury, of Div. 276, B. of L. E. A few well chosen remarks were made by Brothers Bryant and Cooper of 276, and Sister D. T. Swartz thanked the Division in behalf of the charter members for the courtesies extended to them. A traveler's clock was presented to Sister Murdock, Sister Lord presenting the gift for the Division.

The efforts of the social committee, Sisters Georgia, Lord, Taylor and Seeley were highly successful and greatly appreciated by the 125 people present. After a few well spent hours the company joined in singing America, and the anniversary banquet came to a close.

SEC. DIV. 82.

### Twenty-eighth Anniversary

A. Reasoner, Div. 38, Hoboken, N. J., celebrated their 28th anniversary on March 7, at their meeting rooms at Bernhardt's Hall, 200 Washington st. We had the pleasure of having with us one of our charter members, Sister Barclift of Roseville, N. J., and many visiting sisters of various divisions. A birthday cake with twenty-eight candles was donated by our President Sister Lando, and won by our Past President Sister Kries and Sister Wilkenson, in a cake walk which followed, both having hold of the staff at the finish. A souvenir spoon was won by Sister Spangenberg, one of our new members. Vocal and piano selections were rendered by Misses Anna and Lil-

lian Miller. Refreshments were served and every one went home remembering a well spent afternoon at Division 38. On March 21, we held a euchre party, which was a grand success. High honors were won by Brother Hein, Chaplain of Hoboken, Div. 171, B. of L. E. We had beautiful prizes, and thank our Sisters for the interest they took in both affairs.

H. M.

### School of Instruction at Ft. Dodge, Iowa

Div. 168, held a School of Instruction on March 23, their regular meeting falling upon that date. The Division was called to order by the President Sister Smith. The Guide reported six Presidents of Sub-Divisions in the ante-room. They were escorted in and given seats on the rostrum. It was with joy that we were informed that the Grand President Sister Murdock was also in the ante-room and she was brought in with honors.

Six Divisions were represented by over 100 members, which was quite gratifying. The condition of the railroads at this time, owing to high water and floods was the means of keeping many away.

The hall was made beautiful with our colors and flags, and at each station a vase filled with pink carnations was placed.

After the morning session, a buffet lunch was served by the Division. During the day the entire work of the ritual was given, the Grand-President making suggestions and corrections. A real candidate was initiated and Sister Murdock gave her the secret work. By request, the draping of the charter was exemplified by Div. 182, and elicited much applause.

The Grand President gave an interesting talk, telling of the work being done with the silver anniversary fund, after which our President suggested taking up a collection for this fund. This was done and a nice little sum was the result. The presence of Sister Murdock gave us inspiration and her influence was helpful to all who were in attendance. At the close of the meeting a six o'clock dinner was enjoyed. Brother Rhodes of Div. 226 deserves special mention as he



used his car and furnished two others to meet all trains. All visitors were taken to the place of meeting this way.

We consider this day the most enjoyable one in the history of this Division.

SEC. 168.

### Pretty Soft for Father

Mother's sorting out the seeds of cabbages and squash,

Brother's bought some overalls, and learned to say "B'goah!"

Sister's busy plotting out the little muddy beds

That by and by will all be full of luscious lettuce heads.

Auntie's studying a book on "How to Make Things Grow,"

And all that father has to do is Hoe! Hoe! Hoe!

We will not fear the market man when summer once is here,

We just will cull green vegetables as soon as they appear.

We'll flit about from plant to plant, as doth the busy bee,

And pluck the lush potato and the toothsome bean and pea.

And thus our labors will produce quite everything we need,

And all that father'll have to do is Weed! Weed! Weed!

Of course, the predatory worms will be here by and by,

The sullen slug, the browsing bug, the fleet and fitting fly.

And mother and the family will study magazines

That tell the best and quickest ways to save the corn and beans.

We'll get new information on the subject every day,

And all that father'll have to do is Spray! Spray! Spray!

JAMES J. MONTAGUE.

### Membership, Quarter Ending April 1, 1917

Total membership Jan 1, 1917..... 25,755

Total number admitted during first quarter ..... 314

Total number forfeited during first quarter by death, withdrawals, transfers and suspensions..... 99

Total gain during first quarter..... 215

Total membership April 1, 1917 ..... 25,970

Respectfully submitted,

MRS. EFFIE E. MERRILL, Grand Sec.

### Notices

THE Grand President will meet and hold all-day sessions with the following Divisions in May and June. She is very desirous of having as many Divisions represented as possible, so will appreciate

it if Divisions in vicinity of these Schools will make an extra effort to have their members in attendance.

Meetings are as follows: Div. 232, Buffalo, N. Y., May 23; Div. 88, Albany, N. Y., May 26; Div. 259, Portland, Me., June 1; Div. 234, New York City, N. Y., June 5; Div. 27, Philadelphia, Pa., June 7; Div. 64, Altoona, Pa., June 9.

Particulars concerning location of halls can be ascertained by writing to secretaries of above-mentioned Divisions. Work begins at 10:30 a. m.

MRS. W. A. MURDOCK.

THE Ohio State meeting will be held in Cleveland with Div. 278 on Thursday, May 10. Meeting called at 10 a. m. in the Chamber of Industry, 2515 Franklin Ave. Take car from depot to the square and transfer to West 25th street, get off at Franklin avenue.

M. E. CASSELL, Pres.

F. M. HOWARD, Sec.

DIVISIONS 532 and 221, of Nashville, Tenn., will entertain the Tennessee State meeting in June, beginning on the afternoon of the 18th and closing on the evening of the 19th. Several distinguished visitors from other states will be present. All G. I. A. members are urged to attend.

MRS. J. T. EBAUGH, Cor. Sec.

PROSPECT Div. 189, Camden, N. J., will hold a union meeting on May 31, in the Goff Building, Federal street and Broadway.

Meeting to be called at one p. m. sharp. All Sisters are cordially invited to be with us.

SEC. 189.

DIVISION 276 will hold the Union Circuit meeting in Carbondale, Pa., on Thursday, May 24. All members of the Order will be welcome.

MRS. ALLEN MONROE, Sec.

DIVISIONS 53, 125, 182, 274 and 366 will hold an all-day union meeting Thursday, June 21, in Royal Arcanum Hall, St. Peter street, St. Paul, Minn. All G. I. A. members are invited. The Grand President is expected to be with us.

MRS. J. E. GUY, Sec.

THE Virginia States will hold the next Union meeting with Div. 111, Martinsburg, W. Va., on May 16. Sister Cassell, G. V. P., and Sister Garrett, G. G., have sent word that they would be with us, and we desire a large attendance.

SEC. DIV. 111.

THE B. of L. E. and G. I. A. Divisions of Los Angeles, Cal., will hold a Union meeting in that city in July. The meeting will last three days, beginning with the 19th. This meeting was postponed from last year for various good reasons, and no pains will be spared to make it a success at this time. All members of the two Orders are cordially invited. This notice will give all who wish to go plenty of time to make up their minds and make arrangements to do so. It is our aim to make this one big gathering of the clans.

COMMITTEE.

DIVISIONS 88 and 358, Albany, N. Y., will hold a School of Instruction on Saturday, May 26, in the Eastern Star Chapter House, corner of Hudson avenue and Lark street, under the direction of the Grand President.

Meeting to be called at 10 a. m. sharp. Take Delaware avenue, Pine Hills or Country Club electric cars from Union Station.

SEC. DIV. 88.

A UNION meeting will be held by Div. 232, Buffalo, N. Y., on Wednesday, May 23, under the direction of the Grand President, and meeting to be called at 1:30 p. m. in the Division Hall, 2076 Seneca street. All members of the Order invited to come.

PRESIDENT 232.

DIVISION 27, Philadelphia, Pa., will have the next School of Instruction June 7, at Herald of Liberty Hall, 4010 Chestnut street. Meeting at one o'clock p. m. All members of the Order are invited.

SEC. 27.

### Division News

DIVISION 148, Kansas City, has been quite lively the first quarter of the year, with every prospect of keeping it up to the end.

On Feb. 1 we shared an oyster supper with the Brothers of Div. 502 and had a royal evening. Our first meeting in Feb. was on St. Valentine's day, and we had visitors from Div. 152. After the regular business we formed in a circle and partook of cake and heart-shaped ice cream.

As each Sisters name was called she responded with a short sentiment appropriate to the day. Most of them were original and caused lots of fun. Feb. 22 our President invited us to a party, where we read history, hunted cherries, made paper hats and had a splendid time.

Feb. 28 we had our first initiation, more visitors and more refreshments. Early in March we met in joint session with Divs. 127, 150, 152 and 494, and spent an unusually pleasant and profitable afternoon. March 24 a party was held at the home of Sister James, and so the stream goes on with harmony and love.

M. E. F.

DIVISION 165, Chicago, Ill., on March 30, spent a pleasant evening at the Hamilton Park Guild House. It was a home coming for all the Chicago Divisions in order to become better acquainted.

Sisters Merrill and Boomer were with us from the Grand Office, and we were more than pleased to have them.

A reading was given by Kathryn Gail Hubbard which was well received.

During the Grand March flags were given to each one present, which made a patriotic demonstration. On March 27 the ladies were entertained by the Swift Co., and were shown through the plant and served a splendid dinner. April 8 was Past President's day, and we enjoyed a pleasant social time. R. G. S.

DIVISION 98, Topeka, Kans., has been having some of its old time good times, and while not gaining in number, we are enjoying our meetings and keeping up in the work.

A birthday party held March 14th, at the home of our Secretary, was worth mentioning. The hostesses were members whose birthdays came in the months of January, February and March, and each member of the Division was invited

to bring a friend with her. Over 50 ladies came out and after a short program a good social time was enjoyed.

Fourteen of the Sisters living in Kansas City went up to Topeka to enjoy the occasion. Dainty refreshments were served. Each hostess gave a penny for each year of her age and the guests donated a dime each; in this way a neat sum was added to the treasury. The hostesses were surprised at the close of the afternoon when the Sentinel presented each one with a guest towel with lace on, crocheted by herself, as a remembrance of their own birthday.

We are now looking forward to the next quarter's party, which we hope will be as pleasant as the first one was.

MRS. AMOS BEELER.

DIVISION 495, McCook, Nebr., was duly inspected and instructed by the Grand Chaplain, Sister Turner of Moberly, Mo., on Feb. 26th.

The work was thorough and satisfactory, and at its close the President presented Sister Turner with a token of love and esteem from the Division. In the evening a banquet was spread at the Monte Cristo Cafe, and this concluded an event of the year of which our members are justly proud. This Division gave their annual banquet the evening of March 24th, in the Masonic Hall, the members of the B. of L. E. and their families being their guests.

The banquet was spread at six o'clock in the regular banquet hall, after which all assembled in the lodge room where a program of speeches, readings, vocal and instrumental music was enjoyed.

Banquet and program were of excellent character, making this annual event notable in every way.

COR. SEC.

DIVISION 37, Little Rock, Ark., has decided to hold the next union meeting on June 8. All Divisions in the state will be invited and we hope to provide a pleasant time for all who attend.

A benefit social was held at the home of our Guide, Sister Hickman, on the afternoon of March 30. Sister Hickman and daughter, assisted by Sister Winn and daughter, provided an informal program

and served refreshments. Sister Hickman also embroidered a lovely center piece, which was raffled off during the afternoon.

A number of our Sisters attended the thirteenth anniversary of Div. 110, Argenta, on March 29. Sister DeGuire made a short talk, recalling memories of the time when she was President of 37 and organized the Division at Argenta. The Sisters of Little Rock enjoy all these social times and wish for more.

COR. SEC.

DIVISION 62, Cleveland, O., entertained Divs. 65 and 278 with a social tea on April 3. This being their regular meeting day a short business session was held, and after closing in form the fun began, and there was something doing every minute—recitations, guessing contests and fake marches. The climax of the afternoon was the spectacular march to the dining-room. Sister Corlett as drum major, led her talented drum corps into the presence of the Sisters, and after rendering selections on the drum, comb, mouth organs, flute and tambourine, they escorted the visiting Sisters to the dining-room where refreshments were served.

Let us have more of these get-together meetings and may each one of them be as enjoyable as this one was.

L. L., Div. 65.

DIVISION 191, Water Valley, Miss., held two of the most interesting and instructive meetings on March 27 and 28, when we were inspected by Sister Allsup of Nashville, Tenn.

While in our city she was the guest of Sister W. S. Bosma. A reception was given in honor of Sister Allsup at the home of Brother and Sister C. D. Murray, at which time music and mirth was indulged in. The talk given by Bro. J. E. Myers was an interesting feature and was much appreciated. Our President then in a few well-chosen words, presented the inspector with a cut-glass vase filled with violets, a gift from the Division. Sister Allsup responded and also replied to the talk given by Brother Meyers, in words which created a new spirit of enthusiasm among the members.

Little Miss Nell Cahil was the recipient of much applause when she recited, "When Father Rode the Goat."

Refreshments were served and we all voted this an evening long to be remembered. We are indebted to Sister Allsup for her patience and the instructions she so kindly gave us. We hope to have her with us again.

C. H. D.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., May 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than April 30, 1917.

#### SERIES A

##### ASSESSMENT No. 288

Hannibal, Mo., Feb. 23, 1917, of cancer, Sister Sophia Gustafson, of Div. 510, aged 54 years. Carried one certificate, dated Feb., 1912, payable to Reinhold Gustafson, husband.

##### ASSESSMENT No. 289

Buffalo, N. Y., March 7, 1917, of cerebral hemorrhage, Sister Margaret Stephens, of Div. 30, aged 61 years. Carried two certificates, dated March, 1898, payable to Mary V. Kelly, daughter.

##### ASSESSMENT No. 290

Portland, Ore., March 8, 1917, of heart disease, Sister Helen Westphal, of Div. 261, aged 54 years. Carried one certificate, dated Dec., 1909, payable to A. W. Westphal, husband.

##### ASSESSMENT No. 291

Toronto, Ont., March 10, 1917, of myocarditis, Sister Mary A. Donovan, of Div. 161, aged 72 years. Carried one certificate, dated April, 1898, payable to Patrick Donovan, husband.

##### ASSESSMENT No. 292

Erie, Pa., March 12, 1917, of tuberculosis, Sister Lizzie Fletcher, of Div. 23, aged 51 years. Carried one certificate, dated August, 1915, payable to S. H. Fletcher, husband.

##### ASSESSMENT No. 293

Buffalo, N. Y., March 13, 1917, of heart disease, Sister Mary A. Allen, of Div. 145, aged 56 years. Carried one certificate, dated Oct., 1909, payable to Geo. F. Allen, husband.

##### ASSESSMENT No. 294

Waycross, Ga., March 14, 1917, of acute indigestion, Sister J. H. Borland, of Div. 333, aged 35 years. Carried two certificates, dated May, 1912, payable to J. H. Borland, husband.

##### ASSESSMENT No. 295

Peoria, Ill., May 14, 1917, of nephritis, Sister Mary A. White, of Div. 16, aged 73 years. Carried two certificates, dated Oct., 1898, May, 1894, payable to Earl Palmer, grandson, and Kitty Orr, friend.

##### ASSESSMENT No. 296

Pittsburg, Pa., March 20, 1917, of broncho-pneumonia, Sister Margaret McFall, of Div. 59, aged 38 years. Carried one certificate, dated Aug., 1915, payable to Clyde McFall, husband.

##### ASSESSMENT No. 297

Sunbury, Pa., March 25, 1917, of epithelionia, Sister Mary C. Diehl, of Div. 42, aged 57 years. Carried one certificate, dated July, 1902, payable to Luther Diehl, husband.

##### ASSESSMENT No. 298

Clinton, Iowa, March, 25, 1917, of heart disease, Sister Sarah Killian, of Div. 149, aged 61 years. Carried one certificate, dated May, 1904, payable to John Killian, husband.

##### ASSESSMENT No. 299

New Haven, Conn., March 26, 1917, of neuritis, Sister Jennie Holloran, of Div. 177, aged 45 years. Carried two certificates, dated Nov., 1899, payable to John E. Horan, son.

##### ASSESSMENT No. 300

Washington, D. C., March 27, 1917, of apoplexy, Sister Virginia Corbin, of Div. 105, aged 33 years. Carried one certificate, dated Nov., 1912, payable to H. D. Corbin, husband.

##### ASSESSMENT No. 301

McGehee, Ark., March 29, 1917, of peritonitis, Sister Bessie Irving, of Div. 236, aged 26 years. Carried one certificate, dated July, 1912, payable to John J. Irving, husband.

##### ASSESSMENT No. 302

Alliance, Nebr., March 30, 1917, of epilepsy, Sister Mary R. Hamilton, of Div. 309, aged 50 years. Carried two certificates, dated Aug., 1904, payable to Harry A. Hamilton, husband.

##### ASSESSMENT No. 303

Peoria, Ill., March 31, 1917, of fractured hip, Sister Melissa Smith, of Div. 10, aged 77 years. Carried two certificates, dated April, 1899, payable to Orien Smith, son.

##### ASSESSMENT No. 304

Jersey City, N. J., April 2, 1917, of endocarditis, Sister Mary J. Dyer, of Div. 487, aged 46 years. Carried two certificates, dated Feb., 1915, payable to Edward Dyer, husband.

Members will pay their Insurance Secretaries on or before May 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 246A and 247A—11,841 in the first class, and 6,275 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### BRAKING FREIGHT TRAINS

**Q.** Will you kindly answer the following question: How could one proceed to make a smooth and safe stop when handling a long freight train? The heavy business of the past winter has called many of our young engineers from yard to road service, and, like myself, they too have had trouble in handling the long trains; therefore, anything you may offer that will be a help to us will be greatly appreciated.

YOUNG RUNNER.

**A.** Your question is one that has been asked many times, and many rules and suggestions have been made, but without doubt, the best rule is the rule of good judgment. This rule is written in many forms, yet there is but one way of getting a clear understanding of it, and that is by making a careful study of the work; that is, thinking, reasoning and watching the action of each operation of the apparatus, and then varying our method of operation to accommodate each stop made. Probably the first thought to be given in this work is the makeup of the train, as the placing of the loads and empties in the train has much to do with the slack action. The ideal arrangement of a train of empties and loads would be to alternate them, thus securing a more even loading of the train and a more uniform retardation when the brake is applied. Where the loads are placed at the rear there is less tendency of breaking the train in two when a brake application is made, but requires great care when starting a train. Loads at the rear have a tendency to drive in drawbars, and may cause train to buckle, following a heavy service or emergency application, especially at low speed.

Placing the loads ahead of the empties, the tendency is for the train to break in two each time the brake is applied, due to the greater retardation offered by the

empty cars. It will be found that where about one-third of the empties are placed ahead of the loads a train may be handled very well. Next, let us think of the method to be followed in making a stop. It is, of course, understood, that the drift stop is the ideal method of bringing a long train to a standstill; but this can not be done at all times, as on a favorable grade, or where time will not permit. The use of the independent brake in making a stop is becoming quite common and good results are being obtained. But here is a method that will get us into trouble unless we exercise most careful judgment, as, with the powerful brake found on locomotives today, it requires but a short time to loosen a set of driving-wheel tires. No doubt, the best plan is to combine the drift stop and the independent stop, that is shut off in time, allowing speed to reduce by drifting, and then complete the stop by careful use of the independent brake.

Where a stop is made by use of the independent brake on an ascending grade, the brake should be graduated off as train is coming to a stop. Where this is not done the compressed draft gear springs will help the grade to start the slack running out and may cause damage to draft gear. Where the stop is to be made by use of the engine and train brakes, that is the automatic, steam should be used as far as possible, maintaining the maximum speed until time for the brake application, and then a seven or eight pound reduction should be made, the handle returned to lap position, and left there until stop is completed.

If train be made up of empties behind loads, the independent brake should be applied in full just before train comes to a stop; if train be made up in reverse order, the engine brake should be graduated off as stop is being completed. Possibly one of the greatest mistakes made by the engineer in braking a long train is the use of the automatic brake at low speed. For example, a stop is to be made, the independent brake to be used, and when speed is reduced to five or six miles per hour it is noticed that train is going to run by the switch or other point, when the automatic

brake is brought into use to complete the stop before reaching the switch. Now, as the speed of the train is low, and the holding power of the brakes high, before the reduction of brake-pipe pressure is felt toward the rear of the train the head-end is standing still, resulting in a crushing strain on the draft gear which may not be noticed until an attempt is made to start the train.

Accuracy in stopping should not be attempted; safety in stopping is the thing to be thought of. When it is understood how difficult it is to make an accurate stop with a passenger train, it will be seen how foolish it is to attempt a thing of this kind with a long freight train. Another cause for trouble is in undertaking to release the brakes before stop is completed. In this many engineers are misled, thinking as they do that where the "K" type of triple valve is used brakes may be released on any length of train and at most any speed. Now while the K triple valve gives us a retarded release on the first 25 or 40 cars, that is, these brakes are somewhat slow in releasing, they cannot be depended on to hold the slack bunched on the long train while the brakes toward the rear are releasing. Still another cause for trouble is, when desiring to make an application of the brakes, moving the brake-valve handle to lap position, allowing the brake-pipe leakage to make the reduction.

If the leakage was uniform throughout the train, and the rate of reduction what it should be, this would be the ideal method of braking a train. But as the engineer knows neither the rate of reduction nor location of the leakage this method must be condemned. Always move the brake-valve handle direct from running to service position when making a service application of the brake, regardless of the amount of brake-pipe leakage. Undesired quick action may be had, especially with a long train, where the brake-valve handle is moved to lap position and brake-pipe leakage allowed to make the reduction.

#### CHATTERING OF DISTRIBUTING VALVE

**Q.** Please answer through the columns of the JOURNAL the following question:

What is the cause of chattering of a No. 6 distributing valve, especially after being cleaned?

R. D. C.

**A.** Your question is not quite clear as you do not state whether this chattering occurs with the brake released or applied. If it is with the brake applied, you will, no doubt, find it is caused by the safety valve of the distributing valve. This valve has a pop action when venting air, and when cleaned sounds very much like a "Tin Lizzie" taking a run for the hill on high.

#### MAINTAINING PROPER BRAKE-PIPE PRESSURE

**Q.** Here is a question on the action of the feed valve that I would like to have answered through the JOURNAL. With the feed valve adjusted at 70 pounds and the pump governor at 90 pounds, when coupled to some trains, I cannot get over 60 pounds brake-pipe pressure, while the main reservoir pressure will stand at 90 pounds. Close the angle cock behind the tank and the gauge will show 70 and 90, but when cut into train the brake-pipe pressure will not go up to 70 pounds. Now here comes the strange part of the question: without changing the adjustment of the feed valve, but by readjusting the pump governor to 100 or 110 pounds, the full 70 pounds will be obtained in the brake pipe. Why is this? I have reported the feed valve to be cleaned, and our air brake man says that the valve is O.K. I might add that the engine is equipped with the E-T type of brake and a cross-compound pump. Now is the trouble in the feed valve, the pump governor or the pump?

J. R. L.

**A.** That the pump maintains a pressure in the main reservoir equal to that for which the governor is adjusted, tells us that the trouble is not to be found in the pump. Again, it is the duty of the pump to maintain the main reservoir pressure, not the brake-pipe pressure. That changing the adjustment of the pump governor, gives an increase of main reservoir pressure, tells us that the governor is not at fault. Therefore, we will have to look for the trouble in the device that governs the brake-pipe pressure, the feed valve. The feed valve, like all other reducing

devices, has a tendency to close as the pressure approaches the point of its adjustment; meaning, that as the brake-pipe pressure builds up toward the point of adjustment, the supply valve, in the feed valve, begins to close the supply port. This, of course, decreases the capacity of the feed valve, and when the brake-pipe pressure builds up to a point where its leakage equals the capacity of the feed valve, the brake-pipe pressure will rise no higher. Now the capacity of the feed valve is dependent on the opening of its supply port and the main reservoir pressure, which is the driving head that is feeding air to the brake pipe.

Again, the higher the main reservoir pressure, the higher the driving head, consequently the greater the capacity of the feed valve.

In this case you cite the increase of main reservoir pressure increased the driving head, therefore increased the capacity of the feed valve to a point where it was able to maintain the desired brake-pipe pressure against the leakage. It is no doubt understood that the higher the brake-pipe pressure the greater amount of air is wasted through leakage. This will account for the feed valve being able to charge the brake pipe to some certain pressure—depending on the amount of leakage—and no higher. Stopping the brake-pipe leaks would have brought the pressure up without readjusting the pump governor; changing the adjustment of the feed valve might also have given you the desired pressure.

Where a change is made in the adjustment of the feed valve to obtain the standard brake-pipe pressure, and later it is found that the pressure is going above that desired, the feed valve must not again be changed until a brake application is made, as this is equivalent to an overcharged brake pipe, and a change of the feed valve at this time would cause the brakes to set.

#### QUICK-ACTION TRIPLE VALVE ON LOCOMOTIVE

**Q.** When using the G-6 equipment, why are not quick-action triple valves used on the locomotive? J. T.

**A.** The prime object of the triple valve is to furnish a means of admitting and

measuring air to the brake cylinders when applying the brake, and in exhausting the air from the brake cylinder when releasing the brake, and this can be done equally as well with the plain triple as with the quick-action triple. The object of using the quick-action triple valve is, this type of triple vents brake-pipe air in an emergency application, thus assisting the brake valve in securing a sudden reduction of brake-pipe pressure throughout the train. The amount of brake-pipe air vented by a triple valve is sufficient to cause a sudden reduction of pressure at the triple valve on the car next in the train, thus causing this triple to move to emergency position, and so on throughout the train.

Now the opening at the brake valve is such size that a sudden reduction of pressure can be made at the triple valve on the car next to the engine; therefore, a quick-action triple valve is not necessary on the engine. However, it is the practice on many roads to equip the tender of their locomotives with a quick-action triple valve. This is done to guard against the possible failure of obtaining quick action when desired, where two or more engines are used in pulling the train.

Where the tender is equipped with the quick-action triple valve, there is a tendency for the brakes to apply in quick action when a service reduction is made, due to the triple valve being so close to the point of reduction, the brake valve. The distributing valve used with the E-T and the control valve used with the L-T equipment are, as a rule, equipped with a quick-action cap which vents brake-pipe air in emergency, but these valves are less sensitive than the triple valve, therefore, undesired quick action is seldom if ever had by their use.

#### FEED VALVE DEFECT

**Q.** Are there any other defects that could hold a feed valve in closed position besides a broken regulating spring or stopped up regulating valve? J. T.

**A.** The position which the supply valve and its piston will assume is dependent on the piston spring and air pressure formed at the back of the piston. If for any reason air feeds past the supply piston

faster than it can escape through the port leading to the feed valve pipe, main reservoir pressure will form at the back of the piston, thus balancing the pressure, when the piston spring will move the piston and supply valve to closed position. The two defects you have mentioned will cause the parts to move to closed position, as will also too loose a fit of the supply piston in its bushing.

It sometimes happens that a feed valve becomes so gummed up, the supply piston and its valve may stick in closed position; the remedy, of course, is to give the valve a thorough cleaning.

#### DEFECTIVE AIR PUMP

**Q.** What will cause a Westinghouse 9½ inch pump to work very fast and not compress any air? **L. E. M.**

**A.** For the piston to move quickly means that no work is being done, and this may be caused by the strainer being stopped up, thus preventing air entering the cylinder, or the air piston head broken off the rod.

#### PARTIAL EMERGENCY

**Q.** Will you please decide the following question for us: A claims that a partial emergency application of the brakes can be had after they have been applied in service; B claims that after the brakes are once set in service, emergency can not be had. Who is right? **A AND B.**

**A.** As you do not state the type of brake, your question might be answered by saying, you are both right and both wrong. If we were to consider the New York type of triple valve, B's idea of the matter would be correct, as where this type of triple valve once moves to service position an emergency application can not be had until the brake is again released. With the Westinghouse type of triple valve, a partial emergency may be had following a light service application. We might state farther that with the P-C equipment a full emergency application may be had at any time, even though a full service application has been made.

Again, with either the E-T or L-T equipment, full pressure may be had in the brake cylinders of the locomotive following a full service application, by placing the automatic brake valve handle in

emergency position. This is brought about by main reservoir air flowing to the application cylinder through the blow-down timing port.

#### DEAD ENGINE DEVICE

**Q.** A number of our engines have the E-T equipment and I would like to ask what the dead engine device is for. Some of our engineers say it is to be used when running as a second engine in a double-header, but do not give any reason why. Will you please explain its use? **T. A. L.**

**A.** The statement that this device is to be used when running as a second engine of a double-header is correct. But here we must add, that it is not to be used unless the pump on this engine is inoperative. Now the dead engine device is nothing more or less than a pipe connection between the brake pipe and main reservoir pipe, and when the cut-out cock found in this pipe connection is open, we have a direct connection between the brake pipe and main reservoir. The object of creating this connection is, with the E-T equipment, the air used in the brake cylinders of the locomotive is taken from the main reservoir direct; therefore, to apply the engine brake, it is necessary to have air in the main reservoir. Now, if for any reason the pump on an engine becomes inoperative, it would be necessary to secure the service of another engine to assist in pulling the train and furnish the air to operate the brakes. And to operate the brakes on the engine having the disabled pump, the main reservoir of this engine will have to be charged from the brake pipe that is being supplied with air from the leading engine, and to do this the cut-out cock in the dead engine feature must be opened. This cut-out cock must be kept closed at all times, except when it is desired to operate the brakes on a locomotive that cannot furnish its own air.

#### BRAKE-CYLINDER PRESSURE

**Q.** We are told that piston travel does not affect the brake - cylinder pressure when using the E-T equipment, with either an automatic or independent application. Now I would like to ask if this is true when using the G-6 equipment? **C. B. R.**



A. With the G-6 equipment, the air used in the brake cylinders in an automatic application is taken from the auxiliary reservoirs; that is, the triple valve measures a given amount of air from the auxiliary to the brake cylinder, and the pressure developed is dependent on the volume to be filled, the piston travel. This means that the longer the travel the lower the pressure will be, while the shorter the travel the higher the pressure. In a straight air application, the air that goes to the brake cylinders comes from the main reservoir, and if the handle of the straight air-brake valve was placed in application position, and left there, you would get main reservoir pressure in the brake cylinders, were it not for the reducing valve, which regulates the maximum pressure, generally 45 pounds.

#### ADJUSTMENT OF SAFETY VALVE

Q. Will you please say at what pressure the safety valve on the distributing valve should be adjusted? C. B. R.

A. The adjustment recommended by the Westinghouse Air Brake Company is sixty-eight pounds. However, it is optional with the railroad company as to what the adjustment shall be, and no doubt the rules of your road make clear this point.

#### Questions and Answers

BY JAMES GREGORY

Q. What is the most modern boiler feed for locomotive? What we have is good enough as to reliability, but no injector can be cut down fine enough at other times to give the desired results. What is the best method for getting good engine service where feed water is such as to cause foaming? We have trouble here also from mud and scale. We use a mercury treatment which keeps scale soft enough so water will percolate through it to the sheets of heating surface, and thus prevent damage to them from becoming overheated, but our fuel waste is awful and the engine performance unsatisfactory, making much trouble for the engine crews. C. C.

A. There are several different modern types of injector that have a remarkably wide range of feeding capacity. Where

the feed water is bad there is, of course, a need of the best that can be had, and even then none may seem to fill the bill perfectly at times.

The amount of water an engine should use in bad water districts ought not to be so much greater than if the water is good, so the same capacity injector should answer in both cases. There is more water used when engine is permitted to foam so as to work water, or very dense steam, through cylinders, but that should not be done for the reason that it does no good in the way of hauling trains and makes lots of trouble for the engine crew, besides damaging vital parts of the engine, particularly the bearing surfaces in steam chests and cylinders. You may perhaps note that some engineers on the same division with you have comparatively little trouble with foaming, so it might be a wise plan to learn how they manage, and may be really worth more to you than any amount of theoretical discussion of the subject of foaming.

This treatment required for bad water varies in different localities, but there is but one rule to follow in the matter of handling the engine and taking care of the boiler. Use the blow-off cock frequently and use it as a preventative rather than as a remedy, for most of the troubles of the engineer are due to his neglect to prepare for the emergency in the form of a time order or any occasion that calls for "taking it out of her."

Q. In February JOURNAL James Gregory tells how a bridge above the nozzle makes an engine steam and save coal, also permitting the use of a larger nozzle. I would like to know what kind of a front end he uses, also the size of engine and stack, and how he places the bridge so exhaust does not fill stack.

J. M., Div. 750.

A. There are different ways of bridging a nozzle. One is to put the bridge within the tip, the other to place it some distance above it. It may be also set lengthwise, or crosswise with the boiler. The bridge may be made of flat or wedge-shaped, or round rod iron. There is this in favor of the latter that it does not call for such accurate setting as the others, which sometimes gets upset, causing ex-

haust to be deflected so it strikes side of stack, thus destroying its efficiency for producing draft.

Many favor setting the bridge "across," for the reason that if there should be a tendency for the exhaust to be out of line with the stack, the splitting of the exhaust column might, in a measure, correct the fault, but it is likely that the greatest benefit results from the fact that such an arrangement causes a more thorough breaking up of the exhaust column than could a horizontally set bridge. It naturally follows that if it is arranged so that the bridge may be set above the nozzle tip instead of inside of it, the obstruction to exhaust will be less, and it is perhaps just as effective for steam making.

As to the kind of front end or proportion of stack used, it makes no difference as this problem is only one of bridging the nozzle; as for the placing of nozzle bridge so exhaust does not fill the stack, nothing of the kind can be done. What the bridge does is merely break up the column of exhaust steam, so that instead of a solid column, it is rather a shower of steam and in the latter form is more susceptible to the influence of the hot air and gases of circulation or draft, which, forcing their way up into the stack surrounding the exhaust column, compress it and guide its passage through the center of stack, while they occupy the space surrounding the central column of steam.

Q. Please answer the following question in the JOURNAL: We have two piston valve superheater engines of same make and size, having same nozzle and are hauling the same tonnage on this division. One of these engines handles its train much easier than the other and does the work with less fuel. Some say it is the valve motion that makes the difference. How can it be remedied?

J. C., Young Runner.

A. One very important feature you overlooked in framing your question was the failure to state whether the engines were regularly assigned or in a pool, or whether they showed the difference you mention with the same engine crew.

It is no unusual thing to find a difference such as you mention, but the last

place to look for it would be in the valve motion. If the valves are out of square they should of course be set, but if that fault doesn't exist, look everywhere else first in seeking a remedy.

There could be considerable difference even though the valves are square, but it is the most unlikely thing to look for. If not due to difference of skill in handling by engine crew, it is most likely due to condition, and that may mean any one of several things, chief among which are the following: Valves out or blowing, cylinder worn out of round and blowing, though packing may be O.K., steam pipes or nozzle box leaking or adjustment of draft appliances at fault, and this includes free circulation of air through ash pan and fire, as well as the proper position and condition of all other features in the front end that relate to the steaming of engine.

Q. Can engines with piston valves be given lead the same as slide valve engines? J. C., Young Runner.

A. Yes, there is no difference in that respect whatever, as that is a matter wholly dependent on the valve gearing.

Q. What is meant by a lubricator being "air bound?" On some of our superheater engines the superheater damper has been taken off. What difference was made in the front end when the change was made?

JOHN TORBER.

A. A lubricator is air bound when, in drawing it off or draining it, the oil or water refuses to flow until air is permitted to enter the reservoir, as by taking out the filling plug, to give it vent we say.

As to the difference in front end following the removal of the superheater damper, if you refer to the draft, there would be free circulation through the superheater flues whether engine was working or not. If you refer to the change in design instead of an adjustable damper as before, it would be fixed in position as a deflector diaphragm sheet to help keep front end clear of sparks.

Q. I note a discussion in the *Railway Gazette* of January 12, on the question of effect of making up trains with loads behind, and the writer aims to clinch his argument by saying that all engineers and conductors he has asked have favored

putting the loads ahead. Now what I want to know is, do the flanges of wheels bear on the inside of curve going slow and on the outside when going fast, and does the pull of the engine have anything or very much to do with the flange friction of head cars on a curve, if the cars are empty?

D. WILLIAMS.

A. The writer is not so firm a believer in the theory that the matter of loaded cars at head end has a very important influence on train resistance. One of the first things a trainman learns is that the loads should always be at the head-end, and it is about the last thing he forgets, evidently regarding it as one of the real fine points of the railroad game, but it is a belief founded less on fact than on tradition.

There are instances where it makes some difference, but they are too few to justify applying the theory as a general rule of practice.

The flanges of all locomotive truck wheels and driving wheels invariably bear against the outside rail on a curve, going fast or slow, but the extent of the friction produced on flanges of wheels behind the engine itself must vary under varied conditions. If the train is permitted to drift around a curve, the centrifugal force of the weight of the car and its load causes a maximum of flange friction varying with the speed. If the engine is hauling the train, the tendency is to reduce the centrifugal force of the load on the curve, so the extent to which that is done depends upon the weight of the leading cars and speed of train.

It is true that if the leading cars in train are very light and the weight of rear of train is considerable, the friction against outside rail of flanges of head cars might not only be wholly removed, but there could be a measure of friction caused between the flanges of wheels on inside of curve against the inner rail, which would be less of course with loaded cars; and here, perhaps, do we find the difference in that the lateral pull off the engine in the case of loaded car ahead reduces the outside rail friction without transferring any part of it to inside rail, as would be the case with the empty car.

Q. What is the "booster" valve on an

engine? It must be a new thing. B. B.

A. The so-called "booster" valve has pipes from it connected to oil pipes just ahead of point where they are connected to the lubricator. It derives its name from the fact that when open it admits a supply of steam direct from boiler to oil pipes, independently of the lubricator, and is intended to "boost" the current of feed of oil from lubricator to cylinder. The need for this valve is especially urgent in the case of the superheater engine but is an advantage on any kind, as it overcomes a fault of the lubricator which has long been recognized by engineers, that is, sluggish circulation with engine working full throttle at short cut-off and slow or moderate speed. It is needed most on the superheater engine as the steam chest pressure is higher than on the engines using saturated steam and the "booster" valve helps to overcome the greater back pressure in the superheater steam chest so as to maintain a uniform supply of oil under any conditions of service.

Q. I notice that there is much difference in the sound of exhaust on superheater engines, even on the same road. Some have a snappy exhaust while others sound like the exhaust of a saturated engine. What would cause that? R. S.

A. There are several things likely to make the difference, such as dirty nozzle, valves blowing, also nozzle diameter. The nozzle that is too small will not have the clear explosive-like sound. The difference in sound of exhaust on superheater engines on different roads is very noticeable. Where the boilers are large the use of a large nozzle is permitted and the engines have that free discharge of exhaust that denotes a free working engine.

Q. On some four-cylinder compound engines there are no counterbalances. How are they balanced? D. R.

A. Those engines have a pair of cylinders inside the frames and have inside cranks which are calculated to balance the outside crankpins on main wheels. These pins are so set that they and all connected parts are constantly moving in opposite directions to each other. In this way the balance is effected.

Q. What is the difference between a superheater and a re-heater? R. Y.

A. The superheater raises the temperature of steam higher than that within the boiler and is used practically only on simple engines. The re-heater is for the purpose of heating steam after it is exhausted from high pressure, and before it enters low pressure cylinder on the compound engine.

Q. If an engine is disconnected on one side and should stop on center on good side what is the best way to get her off center? MEMBER.

A. It depends upon how much is disconnected on the defective side. If the main rod is up and valve can be moved the proper thing would be to give her some steam on the side on quarter position so as to get on engine on good side off center. This is often possible when engine has been disconnected on account of failure of valve gear on one side.

Q. Are we going to return to the left lead engine? I read recently that there was a possibility of going back to the left lead engine to make the engineers keep up the engine better. What is there in this? What difference to the engine or the engineer?

A. Lost motion in main driving-box on left side of a right lead engine develops faster than on the right side and it is thought that this peculiarity can be somewhat overcome by close attention to the left side which is supposed to be neglected at the present time.

Whether this be true or not doesn't matter now for the engineers don't keep up either side, excepting in the matter of looking for defects and reporting work, and so far as wedges and rods are concerned they are in some places taken care of by inspectors without being reported. At least that is the custom with the pooled engines. To make the engineer ride the right side on a left lead engine would only be adding to his discomfort without giving any practical returns in the way of better care of engine.

Q. It is a popular belief among marine men that when a steamship sinks the boilers blow up. On what theory is that belief based. SUBSCRIBER.

A. It is a mistaken impression, a kind

of traditional belief that has no foundation in fact, much like the belief which so long existed among railroad men that pumping water into a hot boiler with a bare crown sheet would blow up the boiler. There is no denying that when a boiler, fired up and under working pressure, goes beneath the water, that hot boiler and furnace will suddenly generate considerable steam which must immediately find relief which it does by forcing its way out at surface of water, causing much agitation no doubt, and this likely is what gave rise to the opinion that the boiler explodes. No, a boiler cannot be made to explode by the sudden effect of cold water either at the inside or outside of it.

Q. We used to get demerit marks here if engine flues leaked on the road. We also got them if engine popped on side tracks too much. We don't get bad marks in either case now and have less flue troubles than formerly. How do you account for it? YOUNG RUNNER.

A. There is no reason why there should be any difference excepting that trying to correct an unavoidable condition by demerit marks is not an effective means. If not unavoidable, faults should be corrected by instructing the men in the work. Imposing a penalty is like lashing the overloaded horse. Where there are many flue failures the fault may not all be in the handling of the engine, or the fire, or the injector: poor material and indifferent workmanship are often the main contributing causes, yet it is often the practice to hold the engine crew in charge when engine fails, which is often just as fair as holding the fellow to blame for a bad melon because he put it to the test by plugging it.

Q. When arch is run down full against the flues here the forward end of it fills up to a couple of the lower rows of flues. We run the arch there to prevent flues leaking which they do until the lower flues get covered, but then they leak. Why should they leak if no cold air can get to them? ENGINEER.

A. The reason why flues leak under those conditions is that the stopping of circulation of heat through them when stopped by cinders at front of arches causes them to become chilled by the

cooler water from injector which flows along lower part of boiler.

Q. By thumping the right side of my engine I find that she has a loose main driving box brass. It thumps as much when the lever is moved ahead as back, but when engine is working she only pounds when pin is passing back center, backing up. She is much smoother when going ahead, having no pound when worked at short cut-off. Why the difference when standing or going back, or ahead?

W. R., Div. 10.

A. Yours is evidently a right lead engine. When standing that would make no difference as either side would be wholly independent of the other, but when engine is moved the engines of each side have an effect on each other that is shown in the pounding of a main driving box. If the right box is loose it will pound most backing up for then it is the trailing engine. If the left box is loose it will pound hardest going ahead, it being then the trailing engine. The effect of power exerted against the main pins and communicated to the driving boxes at the dead center points is what makes the difference noted in the pounding of all engines when going ahead or back, that have a loose driving box brass.

Q. Will a loose cylinder, one that is loose on frame, cause steam pipes to leak?

W. W. M.

A. A cylinder that is working in the frame will cause considerable knock and is likely to make cylinder saddle become loose on boiler. When the latter takes place then look for leaky steam pipe joints.

### TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

CEDAR RAPIDS, IA., March 3, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Please explain how you reconcile your ruling on Rule 4 in the March JOURNAL with Rule 4 with respect to "day of leaving?"

In the question No. 63 was due out of

its initial station at 11:30 p. m.; new time-table took effect at 12:01 a. m. and gets No. 63 out at 1 a. m. You state that No. 63 can leave its initial station. If it is correct that No. 63 can leave its initial station at 1 a. m., could it, if it had departed from its initial station at 11:30 p. m., assume the new schedule by waiting until the time was up?

F. E. L.

A. Our correspondent is laboring under the impression that No. 63 of the new time-table was due to leave its initial station at 1 a. m., while in fact No. 63 on the new time-table was due out the "same time" (11:30 p. m.) and must be treated as a delayed train.

All that the Standard Code requires is that the old time-table authorize the train—it does not actually have to leave its initial station before the new time-table takes effect. If the old time-table authorizes a train, as it did in this case at 11:30 p. m., then that train has authority to run under the old time-table up to the time the new time-table takes effect and in case the schedules correspond as required, as they did in this case, it also has the authority to assume the new schedule when it takes effect.

CLARION, IOWA, Feb. 19, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
No. 16, engine 916, is a first-class train and receives a message at A directing it to detour to a foreign line at B and return to its home line at C. It also receives an order that engine 916 would run as No. 16 from C to E. B is a telegraph station where No. 16 leaves its own rails. Is there any reason why the dispatcher could not issue an order to No. 16 at B restricting its movement from C to E?

Is it not necessary that No. 16 be cleared on the train order signal at B where the order signal remains displayed?

J. E. T.

A. The dispatcher may restrict the authority of No. 16 between C and E by placing an order at B, but if the train order signal at B is located in such a position that No. 16 would not have to pass it when going to the foreign line, then the signal would not govern No. 16, and the dispatcher would have to depend

on getting such order to No. 16 in some other manner.

No. 16 would have to be cleared on the train order signal at B in the regular way, unless that train so detours at B that it does not pass the train order signal.

WELLINGTON, KANS., March 26, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
In our time table examination we have the following:

1. "No. 2 has right over No. 1 G to C." What would you do if on No. 1, and what would you do if on No. 2?

2. "Engines 1 and 2 run as first and second No. 30 Z to A."

Second No. 30 is given an order reading, "Engine No. 1 is withdrawn as first No. 1 at C following sections change numbers accordingly."

When second No. 30 leaves Z it receives an order as follows:

"First No. 30 will wait at C until 2:30 a. m. and second No. 30 will wait at C until 3 a. m."

If this second No. 30 is ready to leave Cat, say, 2:10 a. m. can it proceed regardless of the wait order?

Should this train be cleared at C as No. 30?

3. What is the standard code definition for "Motor?"

A STUDENT.

A. 1. If on No. 1 would proceed from G to C and pull in on the siding at C for No. 2.

If on No. 2 would not go beyond C for No. 1, unless could make some point and clear the time of No. 1 as many minutes as No. 1 was before required to clear the time of No. 2.

2. The dispatcher should annul order directing first and second No. 30 to wait at C as the two sections had been withdrawn and the order could not be fulfilled by No. 30; but as misunderstanding is liable to result in such a case, No. 30 should not leave C until an understanding is reached as what movement is to be made, unless the order is annulled as it should be.

The train at C should be cleared as No. 30.

3. The definition of "Motor" is; "A car propelled by any form of energy."

SHEFFIELD, ALA., March 14, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please give your understanding on the following:

"No. 13 wait at T until 10:15 a. m. and at U until 10:30 a. m. for extra 5:15 north."

"No. 13 meet extra 5:15 north at U."

Can No. 13 leave T before 10:15 a. m.?

C. R. J.

A. No. 13 will have to wait at T until 10:15 a. m. unless the wait order is annulled, for the reason that a train order once in effect remains so until fulfilled, superseded or annulled. The meeting order does not supersede the wait order.

COLORADO CITY, April 1, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
It became necessary to change the schedule of No. 15 and No. 16 on account of having extra work to do, and it was arranged by the President, with a printed card, to have No. 16 leave its initial station ahead of its former time as shown on the time table.

Is such a notice authority for No. 16 to disregard its time-table schedule and leave on the printed card time?

Our trainmaster says not and has placed an order reading:

"No. 16 may leave Z ahead of time and proceed to A on the following schedule: (here is given the time at each station)."

The question now comes up as to whether a regular train can leave ahead of time on a train order? A. H. H.

A. The printed card of the President is not sufficient authority for No. 16 to change its time-table schedule unless such printed card is really a time-table and issued and numbered in the regular manner.

The trainmaster has mixed the movement by issuing a train order, as a train order cannot be used to run a train ahead of its schedule time. The Standard Code does not permit such action. No. 16 should be annulled and run extra each day as may be desired, until a new time-table is issued, at which time the schedule may be properly corrected.

The reason that the Standard Code does not permit a regular train to be run ahead of time is because the schedule does not furnish any protection if ahead of time.

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## The Deposed Czar

Yet there is nothing more certain than that the czar wished well to Russia, nothing more certain than that he was a Russian at heart, a Russian who contemptuously rejected the proposal of the Deutchtum to save his throne by attempting to open the frontier to the German army corps. A Russian with a love for his people sufficient to endow them with the greatest of the gifts in his power, the institution of a constitutional government. It is the duma which made Russia a free nation. It was the great desire of the czar not only to give the duma to the people, but to leave it in a position where it would be too strong for those who followed him to destroy. The world will not yet learn the pressure to which he was subjected to destroy what the reactionaries regarded as the Frankenstein he had created, or the loyalty with which in spite of the many weak moments in which he consented to adjournments and changes of ministers, he stood by the duma. Some day the world will learn that though the Russian throne could probably not have been saved, its fall could have been averted for many years, had the czar been content to be untrue to his own ideals of government.

What, however, the czar did for his own country in the foundation of the duma, he attempted to do for all countries in the famous invitation to the nations to attend the first Hague peace conference, and to attempt there to undertake the limitation of armaments.

All that the conference could do was to pass a non-committal resolution declaring that a limitation of armaments would be in the interest of the material and moral well being of mankind. Nine years later the czar, with the help of President Roosevelt, brought about a second peace conference, but all that could be accomplished with respect to the limitation of arms was the confirmation of the non-committal resolution previously passed. Today the world is seeing the effect of the failure to accept the czar's proposals.

When, however, the neglect of that advice did bring about the great cataclysm of today, the czar did achieve one great reform, second only to, perhaps even more important than, the calling of the duma. The national sin of Russia was unquestionably drink. Not only was this the case, but the government was the great drink merchant. The vodka shops brought yearly to the treasury a sum so vast that the financial ministers were terrified at the idea of imperiling it. To

the czar, however, the danger of the evil was far more real than the danger of financial dissolution. Still, being a czar, he could do that which was beyond the power of the constitutional governor, and it must be remembered, to his perpetual honor, that he took advantage of the autocratic power vested in him to abolish, by a stroke of the pen, the vodka shops, and so to free Russia from her besetting vice, freed from which she was able to free herself in turn of the chain of political slavery.

Had Russia in 1917 possessed no duma, had she been a vodka-besotted nation, the revolution of March would not have taken place. It is the irony of what is humanly called fate that the man who set her free seems to have been the man who has suffered most for his act.—*Christian Science Monitor*.

## Roads Ask Rate Boost

BY BASIL M. MANLY

One of the biggest domestic questions today is: Shall the railroads of the United States be permitted to increase their rates for carrying freight?

The railroads have just completed the most prosperous year in their history, and they are now earning at a rate which will make their net income for 1917 greater even than in 1916.

In 1916 the net earnings of American railroads were \$1,136,000,000, more than \$56 for every family in the United States. Their gross earnings for the same year were \$3,753,000,000.

This means that out of every dollar the railroads took in 30 cents was net profit.

They are already getting more than that, as their own reports show. In January, 1917, the net earnings of all roads were \$76,190,690 as compared with \$68,586,006 in January, 1916.

And this in spite of the wretched mismanagement which left loaded freight cars stalled in every terminal while the nation was calling for empty cars.

The Pennsylvania Railroad, the president of which presented the plea for higher rates, last year earned 10.5 per cent on its stock, including water, and now has a surplus of \$173,675,000. The Lackawanna, which joins in the plea, last year earned 42.4 per cent on its stock.

In 1900, when the Interstate Commerce Commission began protecting the roads by stopping rebating, free passes and cut-throat competition, the average rate of dividends paid was 2.4 per cent. By 1914 the rate had increased to 5.1 per cent. Since 1914 the rate has increased at least 30 per cent more, so that dividends for 1916 were at least 150 per cent higher than in the "good old days" of rebates and unrestricted competition.

First among the pleas the railroads advance in asking for higher rates, is the great patriotism they displayed in agreeing to abide by the Adamson act and grant the eight-hour day.

They ask also compensation for the increased wages paid under the Adamson act.

As a matter of fact the wage increases granted the employees take up only a part of the increased productive efficiency of labor employed under modern conditions and with modern equipment.

### City Orders Probe of Negro Camp

Health Commissioner Bishop, Thursday, ordered a rigid inspection of a camp of negro laborers at East 152d street and Darwin avenue, near the New York Central tracks, where, it was reported to him, sickness and pestilence is rampant.

The negroes were brought to Cleveland to be used by the New York Central railroad to assist in train operation in the event of a strike. They have been encamped here in charge of a boss strike-breaker for several weeks.

Recently, it was reported to Dr. Bishop, disease began to spread among the negroes.

"We have had large numbers of cases of illness reported among southern negroes brought north," said Dr. Bishop.

—Cleveland News.

### Echo of Strike Preparedness

A would-be strikebreaker's letter, characteristic of the class.

The strike is called off, yes, and everybody is relieved, but even if it hadn't been called off—oh, read the letter for yourself. It came to the municipal free employment bureau from Ennis, Texas, and here in is:

"I take much pleasure in riting you a few lines. Does you want a man in good standing and well none. Plenty of responsible Men to Back Him up to Be all rite To Be a good man. If you needs a man on eny road for poater or Breaker rite and send me the signs. I am ap to learn eny kind of signs and if there is eny chance let Me no at once."

—Fort Worth Star Telegram.

### Rail Head Flays Unions

W. W. Atterbury of Philadelphia, president of the American Railway Association, predicted in an address before a thousand or more members of the Traffic Club of Pittsburg at the annual banquet March 29th, that the 'public, through its representatives, will tie labor

unions hand and foot." Mr. Atterbury, who was discussing "railroad conditions," said in part:

"On the aggression of the labor unions, a few words will, I think, suffice. The railroad managements have lived to see the day of the 'public be damned' policy of a generation ago. Let the labor unions keep on with their present policy of damning first the public, then the president, then congress, and finally the supreme court, the most sacred institution of our democratic government, and I am satisfied the public through its representatives will tie the labor unions hand and foot in as radical a manner as the railroads find themselves today."

—Plain Dealer.

### Not Afraid of the Manufacturers' Ass'n.

We somehow can't help admiring a winner.

In the long-drawn-out, at all points vigorously contested, struggle between the big railroad managers on the one hand and the representatives of the four railroad Brotherhoods on the other, the latter quit the field with every flag, so to speak, of the opposition in their possession.

Hence we say: "Hats off to the Big Four who conducted the fight in the name of the Brotherhoods!" If ever men proved themselves possessed of stout hearts, resourceful heads and iron wills, these men proved it. They knew every inch of their ground, apparently, and defended it as ably as the French armies defend historic Verdun.

They were too much for the President, the Congress and the railroad chiefs combined. They out-manuevered the whole bunch. In strategy as well as in staying powers they nowhere fell short of the confidence or expectation of the Orders whose commissions they bore and whose commands they were chosen to execute.

The Railroad Brotherhoods have scored a sweeping victory. They owe it all to the fact that they had ability and determination to represent them. If the public generally were as wise or fortunate in the selection of *their* lawmakers, nine-tenths of the dissatisfaction over the way their public affairs are looked after never would have existed.

Messrs. Shepard, Lee, Stone and Carter are entitled to the everlasting gratitude of the men whose cause they so brilliantly advanced.

The railroad managers saw the inevitable coming, and so beat the Supreme Court to it by an eyelash.

The Railroad Brotherhood leaders are some master politicians. If you doubt it, ask the managers and the Congress.



Of course the railroad managers had no idea what the Supreme Court would decide respecting the constitutionality or the unconstitutionality of the Adamson law!—*Springfield, Mo., Republican.*

### Drafting the Railroad Employees

Much is being said relative to the taking over by the Government of the railroads and telegraph companies, and drafting the employees into the service, and assuming that the measure put before Congress will be the same as the rider in the Adamson Bill, H. R. 20752, an Act providing for mediation, conciliation, and arbitration between certain employers and employees, and assuming that our members, in particular, will be interested in what such a process would mean to them, we publish that part of the Adamson Amendment which pertains to it.

Beginning with the third paragraph, it reads:

SEC. 3. That in case of actual or threatened war, insurrection, or invasion, or any emergency requiring the transportation of troops, military equipment, and supplies of the United States, the President of the United States, when in his judgment the public safety may require, is hereby authorized to take possession in whole or in part of any and all telephone and telegraph lines in the United States, their offices and appurtenances; to take possession in whole or in part of any or all railroad lines in the United States, their rolling stock, offices, shops, buildings, and all their appendages and appurtenances; to prescribe rules and regulations for the holding, using, and maintaining of the aforesaid railroad, telephone, and telegraph lines, or that portion of the same of which possession may be taken, in the manner most conducive to the safety and welfare of the United States; to draft into the military service of the United States and to place under military control any or all of the officers, agents and employees of the railroad, telephone, or telegraph companies whose lines are so taken into possession; and said officers, agents, and employees shall be thenceforth considered as members of the Military Establishment of the United States, subject to all the restrictions imposed by the rules and articles of war.

SEC. 4. That the draft of the officers, agents, and employees of the said railroad, telephone, and telegraph lines shall be accomplished upon proclamation by the President declaring the occasion therefor, requiring all the officers, agents, or employees of any railroad, telephone, or telegraph company therein named to submit themselves to draft, and directing such officer or officers of the Military Establishment as he may select for the purpose to prepare, either by designation or by lot, as may be most expedient, a roster or rosters of the individual officers, agents, or employees so to be drafted. Upon the making of such roster or rosters notice shall be given to each person so enrolled of the place where and the time when he shall appear and enter upon his service; and any person who shall in any manner willfully

evade the receipt of such notice, or who shall fail to present himself for duty at the time named therein, or within such time thereafter as may be necessary to accomplish his journey to the place appointed by the most expeditious route, shall be fined not more than \$1,000 or imprisoned for not more than one year, or both, in the discretion of the court.

SEC. 5. That the communication of intelligence over said telephone and telegraph lines and the transportation of troops, equipment, military property, and stores throughout the United States shall be conducted under the control and supervision of such officers as the President may designate; and whenever in his opinion the public safety no longer requires the continued possession by the United States of the said railroad, telephone and telegraph lines, the same shall be restored to the possession of the owners thereof, and the officers, agents and employees drafted into the Military Establishment of the United States shall be discharged from further duty thereunder unless reenlisted in the manner and for purposes otherwise provided by law.

SEC. 6. That the damages suffered or the compensation to which any railroad, telephone, or telegraph company may be entitled by reason of the seizure and use of any portion of its lines or property under the authority conferred by this Act shall be assessed and determined by the Interstate Commerce Commission, due regard being had to the terms of any Acts of land grant or contracts theretofore existing between any such company and the United States. And for the purpose of such assessment and determination the Interstate Commerce Commission is hereby vested with all the powers which it has now or may at the time be authorized by law to exercise in investigating and ascertaining the justice and reasonableness of freight, passenger, express, and mail rates, and in investigating and ascertaining the value of property owned or used by common carriers subject to the Act to regulate commerce as amended. The finding by the Interstate Commerce Commission of the amount of such damages or compensation shall be filed with the Secretary of the Treasury and shall be paid by him out of any funds in his hands not otherwise appropriated. All officers, agents, or employees of any railroad, telephone, or telegraph company who may be drafted into the Military Establishment of the United States hereunder shall, during the time that the United States is so in possession of the said railroad, telephone or telegraph line, receive for their services rendered in connection with the use of the same such compensation as they were theretofore accustomed to receive for similar services.

SEC. 7. That any person or persons having in possession any portion of the railroad, telephone, or telegraph lines aforesaid, or the property thereunto appertaining, who shall refuse to surrender the same to the possession of the United States upon order of the President, or who shall resist or interfere with the unrestrained use by the United States of the property so taken in possession, or any portion of the same, or who shall injure or destroy or attempt to injure or destroy the property aforesaid, or any part thereof, while in the possession of the United States, shall be fined not more than \$10,000 or imprisoned for not more than five years, or both, in the discretion of the court.

# THE JOURNAL

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MAY, 1917

## Rail Head Flays Unions

W. W. Atterbury, president of the American Railway Association, in an address before the Traffic Club of Pittsburg, Pa., is reported as saying (see Digest Dept.):

"The railroad managements have lived to see the day of 'the public be damned' policy of a generation ago. Let the labor unions keep on with their present policy of demanding first of the public, then the President, then Congress, and finally the Supreme Court, the most sacred institution of our democratic government, and I am satisfied the public through its representatives will tie the labor unions hand and foot, in as radical a manner as the railroads find themselves today."

The student of human nature will not be surprised at the above declaration—misery loves company—is an old adage, and with unlimited wants for themselves it is natural that whatever or whoever stands in their way is to be condemned. The American Railway Association are asking for 15 to 20 per cent advance in

freight rates in the face of the fact that their income is far greater than ever before, after charging all they possibly could to operating expenses because of "the public, the President, the Congress, and finally the Supreme Court." While they did everything in their power to stampede all of these efforts in the interest of the just demands of labor, they are using all the force of combined capital to drive the government to grant them special favors in compelling the public to contribute to their greater income, and we leave the reader to judge of the consistency of the position of the American Railway Association as presented by their president.

We believe that the public generally will concede that the increase to the members of the organizations to which the president of the association alludes is warranted by both the dangers of the work and the increased cost of living expenses. We also believe that the railroads will be helped by increased freight rates, whenever the public becomes convinced that conditions warrant it. It is evident however, that the public will demand specific knowledge relative to "manipulation" and "efficient management" of these properties, and we presume that the president of the American Railroad Association assumes that that is none of the public's business.

## Friends of Labor

The class who howl for individual liberty of contract have the following advertisement in a Cleveland newspaper: "Guards to work where strike is in progress; free board and transportation; good wages. Apply Schofield building, Cleveland, O."

It is somewhat strange that these lovers of individual liberty should be so liberal in offering inducements to men willing to lend themselves to the nasty work of destroying liberty of contract. On the contrary they try to fix conditions of contract by force, and dictate what both conditions shall be.

## READY-MADE JOBS

Another advertisement reads: "Firemen, beginners, \$125.00; positions guaranteed in railroad service." We do not

know that this is not an ad with purpose of finding men who could be used in case of a strike on the eight-hour question, but would rather think it one of the sucker-catching kind which induces men to pay a proposed school fee and get nothing in return, as any thinking man would know, if he thought at all.

Except when there is an opportunity to scab on some class who has learned the business, every man who enters the field of transportation will learn that the knowledge of the business comes from practical experience, and that practical experience is no boy's play; and he will learn that in his practical experience he must learn the lessons well enough to pass rigid examinations in his proficiency, and learn that a large number never pass and secure the better positions they presumed they would get. This is only made easy when there is a strike, when anything is acceptable which will help secure *individual liberty of contract*, to the employer only.

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#### Minimum Wage Law

The Oregon Minimum Wage Law was upheld by the United States Supreme Court, Washington, D. C., April 9, 1917.

The minimum wage law of Oregon provides that no woman worker shall receive less than \$8 a week. The law was passed and signed by the Governor in 1913, but shortly after, a big suit manufacturer, in the interest of the Manufacturers' Association, attacked the law and a long struggle followed. In December, 1914, it was presented to the United States Supreme Court. Why it should take so long, we are unable to even guess—perhaps it was because of its unusual importance; similar laws in other states having been held up pending the decision on the Oregon law, Washington, Colorado, Wisconsin, California, Utah, Minnesota and Ohio. The court held that a state was within its authority when it authorized a commission to fix minimum wages, and established a standard of working conditions.

The Supreme Court recently upheld as constitutional the Oregon law, limiting labor of men in mills, factories and manufacturing establishments to ten hours a

day, but permitting thirteen hours labor if paid time and a half for overtime.

The attitude of the Supreme Court in making the decision on the Adamson and Oregon labor laws without a precedent to be guided by is new, but the public is becoming alive to two phases—one economic, the other political. The nation is coming to see that "The discontent of the people is more righteous than the spirit that would repress it without remedying the cause," in fact, they are listening to the complaints, and listening, recognize the moral duty of applying some remedy.

On the other hand, the politician has learned that the class which it has been supposed were least able to protect themselves, have learned that they possess political power that must be heeded, and that wealth does not measure the moral right of proposed legislation for the betterment of the serving class. The labor vote is growing more and more democratic, and party has to give way to a common interest in recognition of the fact "that evils must be cured by those who suffer from them" and the more they think for themselves the more benefits they will receive in salutary laws that are just and equitable.

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#### Employers' Sympathetic Strike

The following is an extremely forceful commentary on the attitude of the employing class who never tire of condemning the sympathetic strike, but they would have some trouble in defining the difference between a sympathetic strike, and locking out the miners in fifty mines because they have a disagreement with the men in one mine. The public press reports the following:

"Work was suspended April 9 at all coal mines in Missouri operated by members of the Southwestern Interstate Coal Operators' Association, according to an announcement by W. L. A. Johnson, general commissioner of the association. The suspension which throws about 9,000 men out of work and closes fifty mines, is a consequence of labor difficulties at Kirksville, Mo."

It is an old saying that "The integrity of men is to be measured by their conduct, and not by their professions."

If these autocratic employers tried half as hard to understand what caused the trouble with the men in the one mine, as they do to overcome the men, forty-nine of the mines would be busy, and possibly the fifty.

They call on the public to help when the employees go on a sympathetic strike, on the ground that the public is injured by it, but when they organize a sympathetic strike themselves, it is none of the public's business; they can close fifty mines, put 9,000 miners out of work, and, on the claim of shortage of supply, charge more for the coal and make money by it as well as punish the miners, as they think. But the public is getting wise to this and condemns the practice regardless of class, hence such legislation as that of Oregon and other states sanctioned by the Supreme Court.

If the employing class keep up their autocratic assumption that they are privileged beyond other classes because they represent property interests, we may possibly have before the United States Supreme Court such a law as that of Ecuador, an eight-hour law which prescribes:

ART. 1. No laborer, mechanic, employee in any commercial establishment, office, industrial enterprise, and, in general, no employee, whatever may be the nature of his services, shall be compelled to labor more than eight hours daily, six days per week, nor shall he be required to perform any labor on Sundays or legal holidays.

ART. 2. No contract or stipulation entered into for the purpose of evading the provisions of Article 1 shall be of any force or effect.

ART. 3. If upon request any laborer, mechanic, clerk, etc., shall perform labor in excess of the hours as provided for in Article 1, he shall be paid for such excess worked during the day wages increased by 20 per cent of the regular wages; increased by 50 per cent for hours worked between 6 o'clock p. m. and 12 o'clock midnight, and 100 per cent after the last-named hour.

These increases shall be based upon one-eighth of the daily wages, and shall be paid for each hour worked in excess of the eight hours provided by this act.

ART. 4. The provisions of Article 3 shall apply to persons working by shifts, only to the extent to which their labor is prolonged beyond the eight-hour shift, in which case they shall be paid the in-

creased wages for each hour of overtime as herein provided.

ART. 5. No employer shall discharge an employee, nor shall an employee quit the service of an employer, without having given 30 days' notice of his intention so to do. Any employer who discharged an employee, or any employee leaving the service of an employer, without having given the notice herein required shall be liable to the other in a suit for damages.

ART. 6. Judges of the police court and parish justices of the peace shall be competent to hear and determine such suits. The courts shall render their decisions summarily and without delay and without appeal except as to matter of fact.

September 4, 1916.

Approved September 11, 1916.

—U. S. Bureau of Labor Statistics.

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### Canadian Industrial Disputes Act

The subject of the Canadian Industrial Investigation Act is discussed at length by Ben M. Selekmán, Division of Industrial Studies, Russel Sage Foundation, in the *Survey* of March 31, the purpose being to analyze its operation for the nine years it has been in force, and to discover if possible whether the law forces men into "Compulsory Servitude," and whether it has established industrial peace.

Under the law which was enacted in 1907 it is illegal to declare a strike or lockout in mines or other public utilities until a full investigation into the merits of the dispute has been completed. Thirty days' notice must be given of any intention on the part of either employer or workers to secure a change in wages or working conditions. If at the end of this period no agreement has been reached, application must be made for a board of investigation and conciliation. The minister of labor then arranges for the creation of such board, one of which is nominated by the employers, one by the employees, and a third by joint agreement of the other two members.

The board considers the facts of the case in dispute and makes its report to the minister of labor. After that, employers and employees are free to accept or reject the recommendations, and resort to a strike or lockout.

Penalties are provided ranging from \$10 to \$50 a day for each man, if em-

ployees strike, and from \$100 to \$1,000 a day if employers lock out their workers without asking for a board or without waiting for its decision.

These penalties are not enforced by the government, and in fact with few exceptions have not been enforced, and the reason is easy to see. While an occasional employer might make the complaint necessary to get the case in court, one can readily understand why employees do not enter complaint; they cannot fight a black list that is put in force by common agreement among employers as there is no written evidence, and they must work to live, so the penalty is practically a dead provision.

Mr. Selekmán says the records of the Department of Labor show that the cases of charges being preferred were five against employers; one case against three miners, case dismissed. Another case four coal miners were fined \$40 and costs, or thirty days in jail.

The other case was at Inverness where a union official was convicted for giving strike benefits to union men who had ceased working without applying for a board; this aroused much feeling against the law.

Mr. Selekmán, in his conclusions as we understand it, does not believe that the law has reduced the number of strikes or reduced cost in time and money.

In applying his conclusions to the United States, he says: "Heretofore the only information the public has had, has been furnished to the press by the two partisans involved in the labor dispute. They should be furnished by an impartial government tribunal on which both employers and workers have representation, but this does not mean that we should restrict the railway employees right to strike. . . . The government ought to establish the machinery both for the continuous collection of the facts available on the various aspects of labor controversies, and for an inquiry into the merits of particular disputes that arise from time to time."

Nine other leading men responded to the request of the *Survey* for an expression of an opinion, which appear in the same issue.

JOHN R. COMMONS, UNIVERSITY OF WISCONSIN

Concludes his letter with the statement that "the Canadian system will not prevent strikes; strikes might be prohibited altogether, but this has proven a failure in Australia. The other alternative is to get back to a really voluntary system based on the wisdom and experience of other voluntary systems. . . .

"If the law has provided during the past two or three years, for a joint committee of four brotherhood officials and four railroad officials, and an umpire when needed, with power to settle, and power to stay on the job and interpret the settlement, we should have had a really voluntary system, and one that I believe would have prevented strikes. Even yet such a system ought to come out of the present crisis."

PROF. CHARLES W. ELLIOT, PRESIDENT EMERITUS, HARVARD UNIVERSITY

Prof. Elliot, who thinks a strikebreaker is the ideal American, is quoted as saying:

"The wisest and most successful labor legislation ever adopted" and adds that "Penalties for violation of the act should be imposed on the organizers, heads, or leaders of unions that violate the laws; and it should be made the duty of the government to prosecute such offenders."

The employer is always right in the opinion of Emeritus C. H. E.

J. E. WILLIAMS

Mr. Williams, Chairman Board of Arbitration, Hart, Schaffner & Marx trade agreement, suggests:

"An investigating board empowered by law to sit on labor disputes; to compel the attendance of witnesses under oath; to mediate between the parties; to recommend an adjustment in accordance with the facts presented; and to make a public report of its findings, either before or after the strike is on and while still in progress."

W. O. THOMPSON

Mr. Wm. O. Thompson, Former Counsel United States Commission on Industrial Relations, suggests that:

"Any act which attempts to force compulsory arbitration is wrong, first because they tend to maintain the *status quo*, (that is, hold them to the position they were in before negotiations began) and, second, because they are based on some theoretical rather than practical principles. For this reason I believe that the feeling and instinct of the body of workers today,

as voiced by Mr. Gompers, opposing all such laws is fundamentally sound, and their action in desiring voluntary collective bargaining instead is correct."

**JAMES O'CONNELL**

James O'Connell, Second Vice President A. F. of L., says:

"Organized labor believes in voluntary conciliation, mediation and arbitration, and if the employers will meet their workmen in a spirit of fairness, concede them the right of association and representation, then strikes will be reduced to a minimum."

**H. R. TOWNE, CHAIRMAN OF THE BOARD,  
YALE & TOWNE MANUFACTURING CO.**

As might be supposed, he wants the employees tied to their jobs, and wants the tenure of their service regulated by law, and says that at the instance of the Merchants Association, a bill . . . has recently been introduced at Albany by the Hon. Schuyler M. Meyer, and is now pending. The Meyer bill provides, that:

"After a probationary period not exceeding six months, a person desiring employment under a public utility corporation offering him such employment, shall enter into a reciprocal contract for a term of one, two or three years, during which the corporation may not discharge the employee, nor the employee refuse or neglect to perform the service for which employed, except under conditions specified in the bill, and to be incorporated in the contract. All previous rights of the individual are recognized and retained, including the right to membership in any lawful organization, and the right, alone or in combination with others to request concessions, wages, hours or conditions of service."

This is one of those theoretical propositions emanating from the class who desire to tie the hands and minds of the employees, absolutely impracticable, destructive of discipline, destructive of the right of labor to a voice in the conditions of service, and would lower the mentality and efficiency of the service, for men of the class of good intelligence would not sell their birthright to get into a service which demanded it. But the Towne-Meyer bill as presented to the N. Y. Legislature, is characteristic of the class from which it emanates. Men who see but one side of the great question of equity between capital and labor, and offer law to tie labor hand and foot, but no legal restrictions that will interfere with their

right to conduct their business in their own way in dollar getting.

Some day the common people will recognize the fact that, "the divine right of money is as harmful as the divine right of kings." Then we shall have a real democracy in our commercial life, and labor assume as much importance as the capital invested in business.

**J. G. WATTERS, PRES. T & L CONGRESS  
CANADA**

Mr. Watters, in giving his conception of the law, says in part:

"It appears to me that the compulsory aspect with the penalties attached in providing against a strike or lockout before the report of the board is submitted, constitutes the most objectionable feature.

. . . The measure of value attaching to the act is the machinery it provides, first, for conciliation, and second, for investigation with a view of giving the public facts on which judgement as to the merits of the dispute may be based, and thus bring the pressure of public opinion to bear on each party to accept the award, or recommendation of the board. I am of the opinion however, that the purpose would be served by allowing complete liberty of action on the part of both the employers and employees to declare a lockout or a strike."

**HARRIS WEINSTOCK, FORMER MEMBER  
U. S. C. ON I. R.**

Mr. Weinstock is a theorist with no ability to apply it. He suggests that when one joins a labor organization, they forego some of their personal liberty, and he could do the same in entering the service of a public utility.

In one he would agree to serve loyally, and in the other he would agree not to do so.

**ELISHA LEE, CHAIRMAN CONFERENCE  
COMMITTEE OF RAILWAY MANAGERS**

Elisha Lee, now manager of the Pennsylvania System, needs no introduction to the members of the four orders in railroad train service, and they all know where he stands on means of holding men to the service. He injects some severe strictures on the conduct of the four organizations in the recent controversy. He is not a theorist without practical knowledge, but a man of unusual intelligence, and we will take the liberty of quoting the last paragraph of his discussion of the subject.

"I am not ready to say that all wage

problems on the railroads should be placed in the control of a public commission, but I do believe that when a controversy between the management and the men reaches a stage where the interests of the public are imperilled—that then there should be a judicial settlement, that will conserve the public interest as well as the rights of the parties to the controversy, and if it is finally determined that any body of men be required in the public interest, to subordinate their private rights to the public duties, it should be with the full understanding that their rights must be, in every way, safeguarded by the public."

#### CONSENSUS OF OPINION

We believe it is fair to say that the preponderance of opinion expressed by these writers favor in a greater or less degree, the opinion expressed by Professor John R. Commons, a voluntary system, almost identical with what was proposed to President Wilson by the heads of the four organizations. We repeat Prof. Common's proposition, as nearest to the consensus of opinion expressed in these discussions.

"A joint committee of four brotherhood officials and four railroad officials, and an umpire when needed, with power to settle, and power to stay on the job and interpret the settlement.

"We should have had a really volunteer system, one that I believe would have prevented strikes. Such a system ought to come out of the recent crisis."

The money power will use every endeavor to produce a compulsory arbitration law, and labor must look to its own interest, exercise its full power, and see that their friends remain, and that other friends join the law making bodies of our country.

There is no other safe plan of retaining individual liberty.

We only want that which is morally right we should have.

We want a voice in disposing of our services, and it will be our fault if we do not keep it.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Secretary-Treasurer of their Division immediately.

583—Thos. Wooley.

Anyone knowing the whereabouts of Sam Beckler who was at one time a member of Div. 676 will confer a favor by corresponding with Wm. H. Beckler, 721 Clifton Drive, Dayton, Ohio.

Anyone knowing the whereabouts of B. F. Powers of Div. 156 will confer a favor by corresponding with Mrs. B. F. Powers, 5826 Alter street, Philadelphia, Pa.

Wanted—To know the whereabouts of W. T. Bickers who disappeared from Beaumont, Texas, about three years ago, or his wife who when last heard from was in Beaumont, Texas, as very important information is awaiting them. Kindly correspond with A. M. Hilliard, Sec.-Treas., Div. 475, Smithville, Texas.

Bro. C. B. McGee, of Div. 763, reports that his traveling card has been lost or stolen. It was dated at Fairview, Okla., April 1, 1917. Expires June 30, 1917.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Leavenworth, Kans., March 27, general debility, old age, Bro. A. J. Blackman, member of Div. 8.

Memphis, Tenn., March 17, weak heart, Bro. T. H. Hiner, member of Div. 23.

Kalamazoo, Mich., Feb. 17, heart disease, Bro. Wm. Moxam, member of Div. 33.

York, Pa., March 31, rheumatism and heart trouble, Bro. W. H. Allison, member of Div. 52.

Suffern, N. Y., March 18, peritonitis, Bro. Wm. Cunneen, member of Div. 64.

Medford, Mass., April 3, suicide, Bro. Noah Parkman, member of Div. 61.

Somerville, Mass., March 9, pneumonia, Bro. C. W. Broody, member of Div. 61.

Toronto, Ont., April 3, hardening of arteries, Bro. Patrick Donovan, member of Div. 70.

Philadelphia, Pa., March 21, crushed, Bro. Geo. R. Woodington, member of Div. 71.

Reading, Pa., April 5, abscess of head, Bro. Geo. H. Frill, member of Div. 75.

Newton, N. C., April 12, pneumonia, Bro. J. W. Phillips, member of Div. 85.

Hinton, W. Va., Feb. 27, killed, Bro. J. V. Quisenberry, member of Div. 101.

Columbia, Pa., March 17, paralytic stroke, Bro. Wm. Strauss, member of Div. 104.

Mason City, Ia., Feb. 26, pneumonia, Bro. Chas. J. Stevens, member of Div. 117.

Kern, Cal., Feb. 22, Bro. T. E. Harvey, member of Div. 126.

Fresno, Cal., March 10, paralysis, Bro. J. H. Elwood, member of Div. 126.

St. Thomas, Ont., April 8, typhoid fever, Bro. Wm. Pickels, member of Div. 132.

St. Thomas, Ont., March 10, typhoid fever, Bro. E. Meadows, member of Div. 132.

St. Thomas, Ont., March 19, apoplexy, Bro. M. J. McAndrew, member of Div. 132.

Jersey City, N. J., March 12, apoplexy, Bro. G. H. Clayton, member of Div. 135.

Detroit, Mich., Jan. 30, Bro. T. M. Feeley, member of Div. 156.

Syracuse, N. Y., March 16, killed, Bro. James Fogarty, member of Div. 169.

Newark, N. J., March 21, complication of diseases, Bro. J. Coles, member of Div. 171.

Oil City, Pa., March 17, organic heart trouble, Bro. Jas. Fox, member of Div. 173.

Stoneboro, Pa., March 16, aneurism, Bro. John Jenkins, member of Div. 173.

Bald Knob, Ark., March 8, carcinoma of throat, Bro. M. J. Bowlen, member of Div. 182.

El Paso, Texas, March 15, engine went through burning bridge, Bro. Geo. P. Walker, member of Div. 192.

Perry, Iowa, Feb. 24, cancer, Bro. Frank Chubbuck, member of Div. 203.

Chanute, Kans., March 3, heart failure, Bro. J. R. Vansant, member of Div. 214.

Chama, N. Mexico, March 23, killed, Bro. P. J. Cregg, member of Div. 209.

Whitehall, N. Y., March 17, run over by engine, Bro. L. J. Lortie, member of Div. 217.

Roodhouse, Ill., March 16, diabetes, Bro. W. E. S. Gibson, member of Div. 220.

Corning, N. Y., March 23, heart trouble, Bro. J. Cushing, member of Div. 244.

Elkhart, Ind., March 23, angina pectoris, Bro. G. D. Hunter, member of Div. 248.

Uhrichsville, O., March 21, killed, Bro. Harry M. Knox, member of Div. 255.

Ashtabula, O., March 19, pleura pneumonia, Bro. John Stapleton, member of Div. 260.

Ashtabula, O., April 9, pneumonia, Bro. H. F. Bates, member of Div. 260.

Scranton, Pa., March 26, chronic endocarditis, Bro. Michael Moore, member of Div. 276.

Pittsburgh, Pa., March 15, paralysis, Bro. James Daugherty, member of Div. 296.

Chicago, Ill., March 10, dropsy, heart disease, Bro. C. E. Kenney, member of Div. 294.

Tampa, Fla., Jan. 18, stomach trouble, Bro. J. B. Whilden, member of Div. 309.

Binghamton, N. Y., March 25, abscess of brain, Bro. A. M. Hoysradt, member of Div. 311.

Sharon, Pa., March 21, gunshot wound, Bro. W. C. Forester, member of Div. 329.

Columbus, O., Jan. 10, lung trouble, Bro. J. T. Martin, member of Div. 334.

Lewis Center, O., Dec. 2, tuberculosis, Bro. James F. Fixon, member of Div. 334.

Lancaster, N. H., Feb. 27, acute myocarditis, Bro. Isaac Glynn, member of Div. 335.

Clayton, Del., March 23, heart and kidney trouble, Bro. G. C. Allen, member of Div. 342.

Norwich, Can., April 1, uremic poisoning, Bro. Daniel Preston, member of Div. 348.

Calgary, Alta., Can., Sept. 15, killed in action in European War, Bro. A. H. Gay, member of Div. 355.

Dayton, O., March 16, apoplexy, Bro. M. P. Gavin, member of Div. 358.

Chagrin Falls, O., March 23, suicide, Bro. Ed. Pedler, member of Div. 360.

Trenton, N. J., March 23, peritonitis, Bro. Wm. Cluxton, member of Div. 373.

Bordentown, N. J., March 11, strangulated hernia, Bro. B. F. Jobes, member of Div. 373.

Towanda, Pa., March 29, complication of diseases, Bro. W. H. Eaton, member of Div. 380.

Williston, N. D., March 1, Bro. Wm. Wilkinson, member of Div. 392.

Yuma, Ariz., Feb. 21, old age, Bro. E. N. Church, member of Div. 398.

Leavenworth, Kans., March 23, carcinoma of stomach, Bro. F. W. Merrill, member of Div. 412.

Buffalo, N. Y., April 4, killed, Bro. W. C. Cutler, member of Div. 421.

Greensburg, Pa., March 13, Bro. R. C. Best, member of Div. 454.

Corbin, Ky., March 31, diabetes trouble, Bro. E. M. Rose, member of Div. 463.

W. Brownsville, Pa., March 29, heart disease, Bro. Jas. A. Moffitt, member of Div. 464.

Depot Harbour, Ont., March 27, derailed engine, Bro. W. G. Campbell, member of Div. 469.

Allandale, Ont., March 10, killed, Bro. E. H. Firman, member of Div. 486.

Barrie, Ont., Can., March 9, killed, Bro. Albert Thornbury, member of Div. 486.

St. Louis, Mo., Feb. 15, Bro. Daniel O'Brien, member of Div. 487.

Kansas City, Mo., March 26, complication of diseases, Bro. P. J. Connelly, member of Div. 491.

Kenora, Ont., Can., March 14, Bright's disease, Bro. Philip Sanders, member of Div. 535.

Sturgis, Mich., March 16, paralytic stroke, Bro. W. Henry, member of Div. 545.

Greensburg, Ind., March 30, paralysis, Bro. John P. Clark, member of Div. 546.

Isabella, Tenn., April 7, lobar pneumonia, Bro. W. H. Porter, member of Div. 547.

Kankakee, Ill., March 31, anaemia, Bro. C. W. Robinson, member of Div. 577.

Cairo, Ill., March 17, Bro. Henry Kuen, member of Div. 582.

Newton, O., Jan. 20, wreck, Bro. Frank Kiser, member of Div. 584.

Cincinnati, O., Jan. 17, Bro. George Fee, member of Div. 584.

Logansport, Ind., March 26, Bro. M. Ganter, member of Div. 598.

W. Frankfort, Ill., April 9, tuberculosis of bowels, Bro. W. A. Specker, member of Div. 603.

Kingston, Ont., April 8, gangrene, Bro. James P. Collins, member of Div. 658.

Brandon, Man., Can., April 2, killed, Bro. John Boseman, member of Div. 667.

Chicago, Ill., March 30, heart failure, Bro. Harry W. Dunning, member of Div. 683.

Sioux City, Ia., March 31, killed, Bro. Homer W. Palmer, member of Div. 687.

Bridgeport, Pa., March 31, typhoid pneumonia, Bro. Stewart Weiss, member of Div. 707.

Billings, Mont., Nov. 24, nephritis, Bro. S. A. Franklin, member of Div. 727.

Rensselaer, N. Y., March 11, paralysis, Bro. E. A. Miles, member of Div. 752.

Knoxville, Tenn., March 31, blood vessel ruptured, Bro. R. W. Johnson, member of Div. 732.

Chicago, Ill., April 5, heart failure, Bro. James Nagle, member of Div. 780.

Mobridge, S. D., March 26, boiler explosion, Bro. Fred J. Nesbit, member of Div. 805.

Tyler, Texas, March 31, derailed engine, Bro. Thos. Stovall, member of Div. 857.

Boone, Iowa, April 2, tuberculosis, Bro. D. W. Reid, member of Div. 860.

Brownwood, Texas, March 17, Bro. George Koy, member of Div. 863.

Baltimore, Md., April 4, heart disease, Mary C. Wagner, wife of Bro. A. A. Wagner, member of Div. 853.

## ADMITTED BY TRANSFER CARD

### Into Division—

- 25—J. F. McGulre, from Div. 754.
- 44—Geo. Hoffman, Taylor Byers, from Div. 228.
- E. H. Close, from Div. 669.
- 50—Thos. Morgan, from Div. 284.
- 76—Thos. Brock, from Div. 667.
- 133—Wm. Saynor, from Div. 747.
- 144—Ed. McCormick, from Div. 470.
- 147—M. N. Crane, from Div. 6.
- 161—T. L. Dwyer, from Div. 158.
- Thos. Calden, from Div. 5.
- 169—Edward E. Mahan, from Div. 227.
- 187—S. M. Sandidge, from Div. 736.
- R. G. Walker, from Div. 111.
- 206—Chas. Malick, from Div. 636.



**Into Division—**

- 227—W. G. Dickhant, from Div. 14.  
 239—John R. Jenkins, from Div. 463.  
 287—M. O. Mickey, from Div. 772.  
 309—Thos. B. Kelleher, from Div. 95.  
     Fred McGee, from Div. 495.  
     D. R. Holland, from Div. 770.  
     G. W. Haven, from Div. 498.  
 339—J. J. Horton, from Div. 845.  
 392—C. E. Seagraves, from Div. 252.  
 435—G. S. Stephenson, from Div. 193.  
 440—Wm. A. Johnston, from Div. 341.  
 471—C. A. Wallace, from Div. 764.  
 532—John R. Roberts, from Div. 314.  
 535—W. J. Hawkins, from Div. 337.  
 572—J. A. Miller, from Div. 335.  
 592—J. F. Horn, from Div. 475.  
 606—A. A. Olsen, from Div. 805.  
 627—T. C. Null, W. D. Manning, J. F. Hunter, from Div. 590.  
 657—J. F. Kilby, from Div. 579.  
 659—L. C. Melson, from Div. 542.  
 662—W. H. Heap, from Div. 398.  
 696—W. E. Cobble, from Div. 547.  
 711—W. M. Cooper, from Div. 554.  
 715—H. A. Constable, from Div. 589.  
 728—A. E. Weston, from Div. 631.  
     John Ferguson, from Div. 808.  
 744—Arthur Crosby, from Div. 669.  
 754—J. F. McGuire, from Div. 25.  
 808—C. E. Russell, J. G. Turnbaugh, from Div. 768.  
     Jas. Weddle, from Div. 266.  
 810—Geo. Gladin, from Div. 647.  
 814—C. W. Bradley, H. W. Lowell, from Div. 508.  
 824—J. G. Mitchell, from Div. 364.  
 988—F. E. Ming, from Div. 275.  
 983—M. B. Gilliam, from Div. 638.  
 984—Frank Agrell, from Div. 818.  
 987—J. F. Perry, from Div. 158.  
 988—T. Cunningham, from Div. 442.  
 980—M. O'Donnell, from Div. 6.  
 987—W. F. Meehan, E. W. Holyoke, from Div. 206.  
     J. L. Downs, from Div. 77.

**WITHDRAWALS****From Division—**

- 86—J. C. Eagen.  
 133—Geo. Thedorff.  
 239—J. S. Crawford.  
 265—A. E. Dixon.  
 296—O. J. Werner.  
 385—W. N. Hemenway.  
 396—H. R. Webb.  
 433—L. W. Cretcher.  
 490—F. Doughman.

**From Division—**

- 531—A. Meyer.  
 553—J. F. Platner.  
 598—A. W. Smyser.  
 706—T. T. Jackson.  
 773—J. A. Beckett.  
 779—J. A. Farria.  
 792—H. E. Davis.  
 842—Wm. Warsco.

**REINSTATEMENTS****Into Division—**

- 13—Wm. C. Nichols.  
 16—E. L. Humberger.  
 19—W. W. Smallwood.  
 86—James N. Carson.  
 45—Chas. B. Lewis.  
 65—J. Sulzer.  
 129—John Ballentine.  
 171—Milton Scott.  
 213—Frank I. Heiny.  
 228—Everett N. Phillips.  
 265—L. W. Landrum.  
 281—M. J. Carrick.  
 281—W. C. Thompson.  
 306—C. W. Burke.  
 309—B. H. Wilcox.  
 355—G. E. Nicholson.  
 380—Fay Twilliger.

**Into Division—**

- 392—R. E. Brown.  
 399—J. S. Howell.  
 444—J. P. Bonham.  
 445—C. F. Beeler.  
 477—G. E. Bippus.  
     M. J. Walsh.  
 504—R. G. Parker.  
 554—Sam Baker.  
     W. M. Cooper.  
 660—F. I. Chamberlain.  
 665—W. O. Clowes.  
 706—J. M. Smith.  
 707—J. L. Sheterom.  
 716—Andrew O. Moe.  
 764—J. P. McIsaac.  
 770—D. R. Holland.  
 824—L. F. Foster.

**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 187—J. G. Quin.  
 211—Geo. L. Palmer.  
 231—B. J. Kingsbury.  
 265—R. H. Farmer.  
     J. C. Harsh.  
 301—G. W. Cocke.

**From Division—**

- 314—W. R. Sanders.  
 598—T. Forester.  
     C. G. Weist.  
 745—T. Vallance.  
 782—C. E. Montgomery.

**FOR OTHER CAUSES****From Division—**

- 5—C. H. Winters, forfeiting insurance and not corresponding with Division.  
 11—James Ahern, A. Burkhardt, forfeiting insurance.  
 20—J. F. Ischer, forfeiting insurance.  
 40—C. D. Thurston, unbecoming conduct.  
 45—Jas. H. Carson, forfeiting insurance.  
 49—E. W. Radford, forfeiting insurance.  
 50—H. F. McLalan, M. McMillan, forfeiting insurance.  
 51—C. M. Oldham, forfeiting insurance.  
 71—S. L. Stout, forfeiting insurance.  
 94—Thos. Gavin, forfeiting insurance.  
 97—T. F. Meyers, non-payment of dues and not corresponding with Division.  
 107—John Sybil, forfeiting insurance.  
 108—W. R. Schwetring, forfeiting insurance.  
 115—Oliver J. Jones, forfeiting insurance.  
 116—A. G. Kissick, forfeiting insurance.  
 134—C. E. Stoddard, forfeiting insurance.  
     M. P. Shuckhart, failing to carry insurance.  
 153—C. E. Base, violation Sec. 52, Statutes.  
 154—Wm. Short, forfeiting insurance.  
 180—R. E. Lynch, forfeiting insurance.  
 200—John L. Ingram, forfeiting insurance.  
 206—E. J. Weaver, non-payment of dues and not corresponding with Division.  
 240—C. M. Wilson, forfeiting insurance.  
 271—V. Bailey, forfeiting insurance.  
 277—F. L. McGrew, forfeiting insurance.  
 283—Geo. B. Jefferies, violation of obligation.  
 290—Oren Bottom, forfeiting insurance.  
 292—Carl Crosby, forfeiting insurance.  
 293—R. T. Thompson, forfeiting insurance.  
 294—H. O. Beamer, A. R. Smith, H. E. Cullen, forfeiting insurance.  
 323—W. H. Paschal, forfeiting insurance.  
 335—W. H. Sexton, violation Sec. 52, Statutes.  
 362—E. H. Cupernell, non-payment of dues and not corresponding with Division.  
 364—W. C. Hanes, forfeiting insurance.  
 377—Chas. Barney, forfeiting insurance.  
 382—Frank D. Meith, forfeiting insurance.  
 388—W. Martin, forfeiting insurance.  
 391—A. G. Hammer, non-payment of insurance.  
 405—G. Birmingham, forfeiting insurance.  
 418—S. W. Kellogg, forfeiting insurance.  
 430—G. W. Pullman, forfeiting insurance and not corresponding with Division.  
 435—Dave Campbell, forfeiting insurance.  
 477—C. V. Tillett, forfeiting insurance.  
 486—John W. Lawson, forfeiting insurance.  
 495—A. E. Parker, E. F. Griggers, forfeiting insurance.  
 507—L. R. Baum, forfeiting insurance.  
 511—T. Ruas, non-payment of insurance.  
 530—W. B. Sharp, refusing to pay G. C. A. assessments.  
 558—Donat Cote, unbecoming conduct.  
 583—H. C. Phillips, forfeiting insurance.  
 592—Noah W. George, forfeiting insurance.  
 606—R. W. McKelvey, forfeiting insurance.  
 623—A. Clark, forfeiting insurance.  
 629—J. R. Howe, forfeiting insurance.  
 630—C. A. Castle, not corresponding with Division.  
 634—E. C. Hammer, forfeiting insurance.  
 636—H. Chitwood, L. L. Cosby, non-payment of insurance.  
 680—A. W. Wallace, non-payment of insurance.  
 682—D. J. Wick, non-payment of dues and not corresponding with Division.  
 690—J. K. Tyscn, violation Sec. 52, Statutes.  
 692—C. J. Seymour, non-payment of dues and failing to correspond with Division.  
 704—Herman L. Swanson, forfeiting insurance.  
 788—H. B. Williams, non-payment of insurance.  
 791—J. H. McClellan, unbecoming conduct and forfeiting insurance.

The expulsions of Bros. M. J. Walsh, W. H. Peel and T. J. Duffy from Div. 477, which appeared in the January JOURNAL, were an error in reporting to Grand Office on part of the former Secretary-Treas.

The expulsion of Bro. C. S. Ingersoll, from Div. 283, which appeared in the March JOURNAL, was an error in reporting to Grand Office, and should have been Geo. B. Jefferies.

G. W. RANDALL, S.-T., Div. 283.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 1068-1072

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, May 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
987	Wm. Covert.....	72	465	Dec. 21, 1886	Mar. 7, 1917	General paresis.....	\$3000	Dora E. Covert, w.
988	Wm. D. Yenger.....	50	76	Dec. 2, 1893	Mar. 11, 1917	Uremia.....	1500	Mary Yenger, w.
989	Matt Cope.....	53	129	Feb. 12, 1909	Mar. 9, 1917	Cirrhosis of liver.....	1500	Mollie Cope, w.
990	Geo. P. Walker.....	55	192	Mar. 2, 1901	Mar. 15, 1917	Killed.....	4500	Belle Walker, w.
991	Aaron Greenwell.....	46	538	July 10, 1907	Mar. 2, 1917	Right leg amputated.....	1500	Self.
992	J. D. Skeen.....	46	546	Oct. 30, 1897	Mar. 9, 1917	Apoplexy.....	3000	Addie Skeen, w.
993	A. E. Miles.....	70	752	Jan. 18, 1871	Mar. 12, 1917	Apoplexy.....	4500	Wife and daughters.
994	Isaac Glynn.....	72	385	Feb. 2, 1892	Feb. 27, 1917	Myocarditis.....	3000	Lizzie Glynn, w.
995	Thos. A. Wren.....	61	712	May 29, 1884	Mar. 4, 1917	Pneumonia.....	4500	Winifred M. Wren, w.
996	H. D. Rogers.....	80	40	July 3, 1899	Dec. 28, 1916	Heart failure.....	1500	Orrell B. Rogers, w.
997	John Jenkins.....	41	173	Sept. 17, 1912	Mar. 16, 1917	Aneurism of aorta.....	1500	Minnie Jenkins, s.
998	Chas. L. Poff.....	54	94	June 19, 1904	Jan. 28, 1917	Gunshot wound.....	1500	Pheba A. Poff, w.
999	A. B. Van Loon.....	76	63	Dec. 14, 1889	Feb. 9, 1917	Acute cardiac dilati'n.	3000	Nephews & sister-law
1000	Geo. H. Bragg.....	62	57	Apr. 8, 1896	Mar. 9, 1917	Arterio sclerosis.....	1500	Clara M. Bragg, w.
1001	W. J. Walls.....	61	340	Sept. 6, 1892	Feb. 23, 1917	Suicide.....	1500	Mrs. Mamie Powel, n
1002	Wm. H. Fisher.....	39	78	June 15, 1903	Mar. 7, 1917	Right hand amput'ed	4500	Self.
1003	Wm. T. Strause.....	71	104	Mar. 3, 1892	Mar. 17, 1917	Cerebral apoplexy.....	1500	Sarah J. Strausa, w.
1004	Chas. W. Boodey.....	39	61	May 11, 1913	Mar. 9, 1917	Pneumonia.....	1500	Kathryne Boodey, w.
1005	B. F. Jobes.....	81	373	Jan. 23, 1887	Mar. 11, 1917	Uremic poisoning.....	1500	Mary J. W. Jobes, w.
1006	M. P. Gavin.....	61	358	Feb. 24, 1901	Mar. 16, 1917	Cerebral hemorrhage	1500	Mary J. Gavin, w.
1007	Ed. T. Robson.....	44	31	Feb. 1, 1900	Mar. 22, 1917	General septicæmia.....	1500	Jeanette E. Robson, w.
1008	L. J. Lortie.....	64	217	Jan. 16, 1889	Mar. 17, 1917	Killed.....	1500	Mary L. Lortie, w.
1009	W. E. S. Gibson.....	58	220	Nov. 12, 1888	Mar. 16, 1917	Diabetes.....	1500	Leonora Gibson, w.
1010	Jas. Fogarty.....	57	169	July 5, 1890	Mar. 16, 1917	Killed.....	1500	Mary Fogarty, w.
1011	Wm. Cluxton.....	69	378	Nov. 27, 1887	Mar. 22, 1917	Peritonitis.....	1500	Ellen Cluxton, w.
1012	Harry M. Knox.....	48	255	Oct. 17, 1908	Mar. 21, 1917	Killed.....	1500	Jennie Knox, w.
1013	Jas. Dougherty.....	61	233	May 30, 1887	Mar. 16, 1917	Epilepsy.....	3000	Marg't Dougherty, w.
1014	Geo. C. Allen.....	63	342	Nov. 14, 1887	Mar. 23, 1917	Bright's disease.....	1500	Annie M. Allen, w.
1015	A. A. Evans.....	50	238	Feb. 3, 1916	Feb. 24, 1917	Killed.....	1500	Myrtle B. Evans, w.
1016	Geo. F. Koy.....	46	863	Apr. 5, 1905	Mar. 17, 1917	Tuberculosis.....	1500	Trixie A. Koy, w.
1017	W. C. Forrester.....	56	329	July 13, 1893	Mar. 21, 1917	Suicide.....	1500	Anna Forrester, w.
1018	Michael Moore.....	32	276	Nov. 26, 1911	Mar. 24, 1917	Endocarditis.....	1500	Anna Moore, w.
1019	Jas. Cole.....	67	171	Jan. 13, 1887	Mar. 21, 1917	Cholelithiasis.....	1500	Wife and daughter.
1020	C. E. Kenney.....	37	294	Sept. 2, 1912	Mar. 10, 1917	Nephritis.....	1500	Louise Kenney, w.
1021	M. J. Bowlen.....	71	182	Sept. 12, 1886	Mar. 8, 1917	Carcinoma of throat.....	4500	Harriet M. Bowlen, w.
1022	Albert Thornbury.....	34	486	July 13, 1913	Mar. 9, 1917	Killed.....	3000	Louisa Thornbury, w.
1023	Philip Sanders.....	35	535	Apr. 25, 1908	Mar. 14, 1917	Bright's disease.....	4500	Sisters and brother.
1024	F. G. Isenberg.....	56	419	Sept. 8, 1896	Mar. 10, 1917	Killed.....	1500	Jennie Isenberg, w.
1025	Henry Kuen.....	61	582	Aug. 25, 1880	Mar. 17, 1917	Myocarditis.....	1500	Louisa Kuen, w.
1026	John Stapleton.....	64	260	Sept. 16, 1881	Mar. 19, 1917	Pneumonia.....	3000	Mary J. Stapleton, w.
1027	M. J. McAndrew.....	58	132	June 18, 1889	Mar. 19, 1917	Cerebral hemorrhage	3000	Addie McAndrew, w.
1028	P. J. Connelly.....	69	491	June 23, 1890	Mar. 26, 1917	Cardiac decomposit'n	3000	Mary E. Connelly, w.
1029	T. E. Harvey.....	36	126	Jan. 12, 1914	Feb. 22, 1917	General infection.....	1500	Inez M. Harvey, w.
1030	J. H. Elwood.....	63	126	Nov. 7, 1883	Mar. 10, 1917	Arterio sclerosis.....	3000	Bertha M. Elwood, w.
1031	Fred J. Nesbit.....	30	805	Dec. 6, 1913	Mar. 26, 1917	Killed.....	1500	Lillian Nesbit, w.
1032	Harry M. Hunter.....	38	235	June 6, 1910	Mar. 28, 1917	Endocarditis.....	1500	Maude Hunter, w.
1033	Martin Ganter.....	63	598	Feb. 18, 1893	Mar. 26, 1917	Cancer of stomach.....	3000	Wife and children.
1034	M. C. Rowan.....	61	110	Nov. 7, 1883	Mar. 4, 1917	Killed.....	3000	Children.
1035	G. H. Clayton.....	52	135	Oct. 9, 1909	Mar. 12, 1917	Apoplexy.....	1500	Inez C. Miesner, d.
1036	Geo. D. Hunter.....	50	248	Feb. 3, 1891	Mar. 28, 1917	Angina pectoris.....	3000	Adah Hunter, w.
1037	E. C. Best.....	46	464	June 18, 1893	Mar. 18, 1917	Oedema of lungs.....	1500	Alletia Best, w.
1038	W. H. Eaton.....	57	380	Jan. 16, 1889	Mar. 29, 1917	Apoplexy.....	3000	Emma M. Eaton, w.
1039	F. W. Merrill.....	70	412	Dec. 2, 1887	Mar. 23, 1917	Carcinoma of stomach	3000	Eva L. Merrill, w.
1040	M. H. Haysradt.....	64	311	Apr. 16, 1892	Mar. 25, 1917	Killed.....	3000	Lucy J. Haysradt, w.
1041	H. W. Palmer.....	26	687	May 21, 1916	Mar. 31, 1917	Killed.....	1500	Evelyn A. Palmer, w.
1042	J. A. Moffitt.....	55	464	Apr. 25, 1891	Mar. 29, 1917	Myocarditis.....	1500	Mary L. Moffitt, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
1043	Ephraim Meadows	52	132	Jan. 3, 1901	Mar. 30, 1917	Typhoid fever.....	\$1500	Mary S. Meadows, w
1044	Edwin Pedler.....	68	360	Aug. 11, 1892	Mar. 23, 1917	Suicide.....	3000	Abbie Pedler, w.
1045	J. P. Clark.....	41	546	July 28, 1907	Mar. 30, 1917	Apoplexy.....	1500	Stella Clark, w.
1046	Ernest M. Rose.....	40	463	June 2, 1901	Mar. 31, 1917	Diabetes.....	1500	Fannie Rose, w.
1047	G. R. Woodington	55	71	Aug. 25, 1901	Mar. 20, 1917	Killed.....	1500	Marg't Woodington, w
1048	Daniel W. Read.....	44	860	June 27, 1905	Apr. 2, 1917	Tuberculosis.....	1500	Elizabeth Read, w.
1049	C. P. Culley.....	47	95	Mar. 5, 1899	April 5, 1917	Hodgkin's disease.....	1500	Clara H. Culley, w.
1050	Pat. J. Cregg.....	34	209	May 9, 1910	Mar. 23, 1917	Killed.....	1500	Nora Cregg, w.
1051	C. F. Burns.....	65	451	Apr. 11, 1881	Mar. 31, 1917	Cancer of stomach.....	4500	Anna Burns, w.
1052	R. W. Johnson.....	49	782	June 28, 1909	Mar. 31, 1917	Aneurism of artery.....	1500	Sarah Johnson, w.
1053	P. Gassaway.....	36	623	Jan. 24, 1909	Apr. 8, 1917	Killed.....	4500	Bertha Gassaway, w.
1054	John Bosman.....	51	667	Feb. 11, 1897	Apr. 2, 1917	Killed.....	3000	Laura Bosman, w.
1055	Aubrey H. Gay.....	39	355	Dec. 28, 1909	Sept. 15, 1916	Killed in war.....	1500	Frances Gay, w.
1056	Anson G. Francis.....	37	52	Oct. 26, 1913	Apr. 3, 1917	Blind left eye.....	1500	Self.
1057	Wm. C. Cutler.....	55	421	Dec. 12, 1900	Apr. 6, 1917	Killed.....	3000	Wife and son.
1058	Frank B. McCool.....	44	530	Apr. 28, 1910	Jan. 11, 1917	Pneumonia.....	1500	Helen B. Baron, a.
1059	Chas. A. Dean.....	40	540	Dec. 26, 1916	Feb. 19, 1917	Killed.....	1500	Genoah Dean, w.
1060	Henry Collins.....	32	695	Dec. 3, 1916	Mar. 7, 1917	Killed.....	1500	Jane Collins, m.
1061	John Cushing.....	49	244	Nov. 26, 1897	Mar. 23, 1917	Bright's disease.....	3000	Clara A. Cushing, w.
1062	Chas. P. Foley.....	44	522	Feb. 10, 1903	Mar. 23, 1917	Acute dilata'n heart.....	3000	Anna A. Foley, w.
1063	Harry W. Dunning	61	683	Dec. 25, 1904	Mar. 30, 1917	Organic hea't disease.....	1500	Celestia Dunning, w.
1064	Ed. Burnett.....	56	116	Aug. 13, 1905	Mar. 30, 1917	Heart trouble.....	3000	Celia Burnett, w.
1065	C. W. Robinson.....	43	577	Nov. 10, 1901	Mar. 31, 1917	Tuberculosis.....	1500	Mattie Robinson, w.
1066	T. Stovall.....	55	857	July 14, 1898	Mar. 31, 1917	Killed.....	750	Ida R. Stovall, w.
1067	Jas. J. Nagle.....	58	790	Sept. 27, 1903	Apr. 5, 1917	Acute dilata'n of h't.....	3000	Ida J. Nagle, w.
1068	Geo. H. Frill.....	45	75	May 2, 1909	Apr. 5, 1917	Brain tumor.....	1500	Ella W. Frill, w.
1069	Wm. H. Porter.....	46	547	Oct. 10, 1909	Apr. 7, 1917	Pneumonia.....	1500	Martha Porter, w.
1070	W. A. Specker.....	41	606	Mar. 14, 1909	Apr. 9, 1917	Tuberculosis bowels.....	3000	Ira Specker, w.
1071	Geo. B. Hudson.....	40	1	July 2, 1916	Apr. 11, 1917	Carcinoma right lung.....	1500	Eliza'th S. Hudson, w
1072	Jas. L. Mays.....	47	423	Aug. 8, 1899	Apr. 12, 1917	Killed.....	3000	Lenna L. Mays, w.

Total number of death claims 83 / 86  
Total number of disability claims 3 /

Total amount of claims, \$189,750.00

### Financial Statement

CLEVELAND, O., April 1, 1917.

#### MORTUARY FUND FOR MARCH

Balance on hand March 1, 1917.....	\$153,315 42
Received by assessments Nos. 775-79 and back assessments.....	\$202,904 42
Received from members carried by the Association.....	3,294 10
Interest.....	399 61
	<hr/>
	\$206,598 13
	<hr/>
Total.....	\$359,913 55
Paid in claims.....	206,329 94
	<hr/>
Balance on hand March 31.....	\$153,583 61

#### SPECIAL MORTUARY FUND FOR MARCH

Balance on hand March 1.....	\$776,777 25
Received in March.....	23,412 93
Interest.....	467 70
	<hr/>
	\$ 23,880 63
	<hr/>
Balance on hand March 31.....	\$800,657 88

#### EXPENSE FUND FOR MARCH

Balance on hand March 1.....	\$98,776 54
Received from fees.....	\$ 253 18
Received from 2 per cent.....	4,481 77
	<hr/>
	\$ 4,734 95
	<hr/>
Total.....	\$ 98,511 49
Expenses for March.....	3,460 32
	<hr/>
Balance on hand March 31.....	\$95,051 17

## Statement of Membership

FOR MARCH, 1917

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Feb. 28, 1917.....	1,500	43,030	121	19,815	5	4,531
Applications and reinstatements received during the month.....	..	196	..	69	..	13
<b>Totals</b> .....	1,500	43,226	121	19,884	5	4,544
From which deduct policies terminated by death, accident, or otherwise.....	2	133	..	45	..	9
Total membership March 31, 1917.....	1,498	43,093	121	19,839	5	4,535
<b>Grand total</b> .....						69,091

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, Niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID APRIL 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*529	131	Rush A. Eddy, Adv.....	\$200 00	576	315	Fred W. Sieveking.....	\$42 86
*530	811	M. H. Tate, Adv.....	200 00	577	102	Alfred A. Meinicke.....	130 71
531	190	M. L. Moriarty.....	120 00	578	192	J. W. Howe.....	23 57
532	141	Jas. J. Walton.....	114 29	579	357	Chas. A. Leckelt.....	23 57
533	423	W. F. Howland.....	23 57	580	427	Thomas Daly.....	60 00
534	123	J. T. Cody.....	20 00	581	448	E. N. Albert.....	604 29
535	578	F. Thornton.....	120 00	582	536	R. C. Hull.....	183 57
536	646	A. M. Smith.....	17 14	583	21	John Donovan.....	37 14
537	203	Wm. H. Julian.....	57 86	584	260	H. T. Gage.....	20 00
538	840	C. A. Eifort.....	68 57	585	323	C. L. Cornell.....	40 00
539	639	Leander L. Robinson.....	37 14	586	323	E. L. Jackson.....	400 00
540	646	J. A. Moore.....	191 43	587	155	Elmer E. Fair.....	311 43
541	457	P. J. Murphy.....	109 29	588	444	W. R. Wright.....	80 00
542	400	V. W. Dickey.....	31 43	589	792	John H. Hughes.....	34 29
543	327	George A. Clark.....	25 71	590	646	Charlie E. Paul.....	223 57
544	318	Austin W. Cotton.....	20 00	591	349	J. H. Jones.....	23 57
545	318	Wm. Bateman.....	38 57	592	821	John Law.....	94 29
546	198	John M. Hall.....	20 00	593	402	Thos. B. Gilmore.....	40 00
547	132	Joseph J. Worden.....	51 43	594	423	Jordon C. Kiser.....	105 71
548	69	Robert Keen.....	131 43	595	19	H. F. Danel.....	8 57
549	162	Eugene Bears.....	40 00	596	19	H. F. Danel.....	23 57
550	526	Thomas F. Murray.....	52 50	*597	178	Wallace J. Lang, Adv.....	290 00
551	3	M. J. Bendell.....	20 00	598	9	J. A. Mellor.....	80 36
552	8	E. A. Wurster.....	20 00	*599	358	Frank C. Pease, Adv.....	125 00
553	8	J. F. Bushman.....	25 71	600	3	A. B. Frey.....	25 71
554	29	Peter M. Lavelle.....	225 71	*601	20	A. W. Brinley, Adv.....	125 00
555	33	John M. Harrington.....	150 00	*602	349	J. H. Jones, Adv.....	180 00
556	78	August Winterhalter.....	202 86	*603	66	Herman Rupp, Adv.....	35 00
557	251	John C. Coffey.....	12 86	604	4	S. N. Wilcoxon.....	200 00
558	317	G. W. St. Clair.....	22 86	605	93	Thomas Calder.....	87 14
559	366	T. P. Kelley.....	51 43	606	66	Wm. A. Roeken.....	62 14
560	554	Harry R. Wheeler.....	34 29	607	66	Walter Edwards.....	14 29
561	636	J. D. Miller.....	65 71	608	69	Morgan Curran.....	40 00
562	339	Wm. G. McPhee.....	40 00	609	187	J. P. Carpenter.....	23 57
563	11	John W. Miller.....	40 00	610	230	James B. Jackson.....	42 86
564	301	R. B. Robertson.....	134 29	611	262	A. Butzerin.....	17 14
565	23	Frank Rosson.....	20 00	612	393	S. J. Standart.....	54 29
566	333	A. W. Johnson.....	38 57	613	400	H. L. Dollahan.....	31 43
567	38	James O'Brien.....	255 71	614	471	Chas. A. Ketcham.....	23 57
*568	324	Wm. E. Richards.....	15 00	615	618	Wm. J. Kerwin.....	210 00
569	101	J. F. Smith, Adv.....	300 00	616	769	W. H. Peters.....	40 00
570	200	L. D. Chapman.....	25 71	617	271	James P. Burns.....	55 71
571	206	J. G. Rhode.....	7 14	618	471	Chas. D. McCollum.....	48 57
572	273	W. C. Black.....	85 71	619	568	D. H. Bray.....	17 14
573	202	George W. Reed.....	48 57	620	155	Wm. H. Reen.....	15 00
574	248	David F. Wagner.....	30 00	621	65	A. B. Reader.....	23 57
575	267	J. B. Hendley.....	45 71	622	448	James C. Angell.....	111 43

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
623	432	E. V. Lambeth.....	\$217 14	655	371	J. E. Blevins.....	\$15 00
624	19	E. E. Ellsworth.....	60 00	656	392	J. V. Hunt.....	40 00
625	27	Wm. J. Dwyer.....	38 57	657	448	H. A. Wright.....	68 57
626	66	Wm. Robbins.....	15 00	658	471	F. M. Carden.....	22 86
627	132	Edward R. Wilson.....	21 43	659	546	George L. Foster.....	30 00
628	132	A. E. Little.....	57 86	660	568	J. D. Jarvis.....	25 71
629	177	S. W. Bergen.....	534 29	661	703	R. T. Daniel.....	25 74
630	186	George W. Mize.....	171 43	662	815	Ben Bragdon.....	128 57
631	206	W. J. Schluenz.....	68 57	663	605	B. F. Kerner.....	21 43
632	208	E. Mahoy.....	27 86	664	363	Chas P. Snyder.....	400 00
633	251	Sherman W. Alsop.....	28 57	665	858	John Kennedy.....	45 71
634	297	Michael E. Dwyer.....	171 43	666	738	Henry J. Powers.....	177 14
635	446	Earl J. Walker.....	42 86	667	402	J. W. Wallace.....	88 57
636	500	W. F. Beard.....	8 57	668	432	C. B. Nuttall.....	20 00
637	514	John L. Bailey.....	51 43	669	471	Chas. J. Millington.....	17 14
638	634	Charles E. Stuart.....	151 43	670	383	L. Byers.....	48 57
639	850	Wm. Deblin.....	60 00	671	542	E. J. Hickey.....	8 57
640	568	Arthur F. Rose.....	125 71	*672	595	John C. Burner, Adv.....	200 00
641	198	John M. Hall.....	22 86	*315	547	P. H. Dorsey, Adv.....	100 00
642	568	C. W. Allison.....	25 71	*916	290	Alex. T. Stewart, Adv.....	95 00
643	210	H. B. Campbell.....	120 00	*108	302	Peter M. Brusco, Adv.....	300 00
644	179	John O'Reilly.....	21 45	461	386	George McLaughlin, Bal.....	57 86
645	249	John H Dyer.....	51 43	*637	568	J. M. Cox, Adv.....	125 00
646	66	Henry Haider.....	21 43	244	327	John F. Carroll, Bal.....	377 14
647	523	John Shuckrow.....	77 14	*949	66	Chas. A. Robinson, Adv.....	60 00
648	39	John W. Lyhan.....	51 43	*215	16	Harry Mackey, Adv.....	150 00
649	66	Chas. J. Sholes.....	75 00	*245	498	G. H. Hall, Adv.....	125 00
650	66	John F. Dooley.....	40 71	*203	19	Frank S. Padgett, Adv.....	95 00
651	156	G. H. Marsh.....	11 43	915	39	Peter Adrick, Bal.....	60 00
652	312	Alvah F. McFarland.....	77 14	316	177	Wm. C. Eahart, Bal.....	230 00
653	372	Andrew Failor.....	15 00	*569	101	J. F. Smith, Adv.....	140 00
654	372	W. L. Potter.....	278 57				
							\$14,197 86 14,197 86

Total number of Weekly Indemnity Claims, 189.

\*Number of Advance Payments on Claims, 18.

## INDEMNITY DEATH AND DISABILITY CLAIMS PAID APRIL 1, 1917.

Claim	Div.	Name	Amt. Paid	
192	83	William I. Hall.....	\$1,680 00	
193	230	D. C. Corbitt.....	2,100 00	
194	101	J. V. Quisenberry.....	2,100 00	
			\$5,880 00	\$5,880 00

Total number of Indemnity Death and Disability Claims, 8.

\$20,077 86

Weekly Indemnity Claims paid from December 1, 1906, to March 1, 1917 \$885,829 82

Indemnity Death and Disability Claims paid from April 1, 1907, to March

1, 1917..... 331,664 28

\$1,217,494 10

\$1,217,494 10

\$1,287,571 96

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

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Box or Street and No.....

Postoffice..... State.....

## OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

# LOCOMOTIVE ENGINEERS JOURNAL

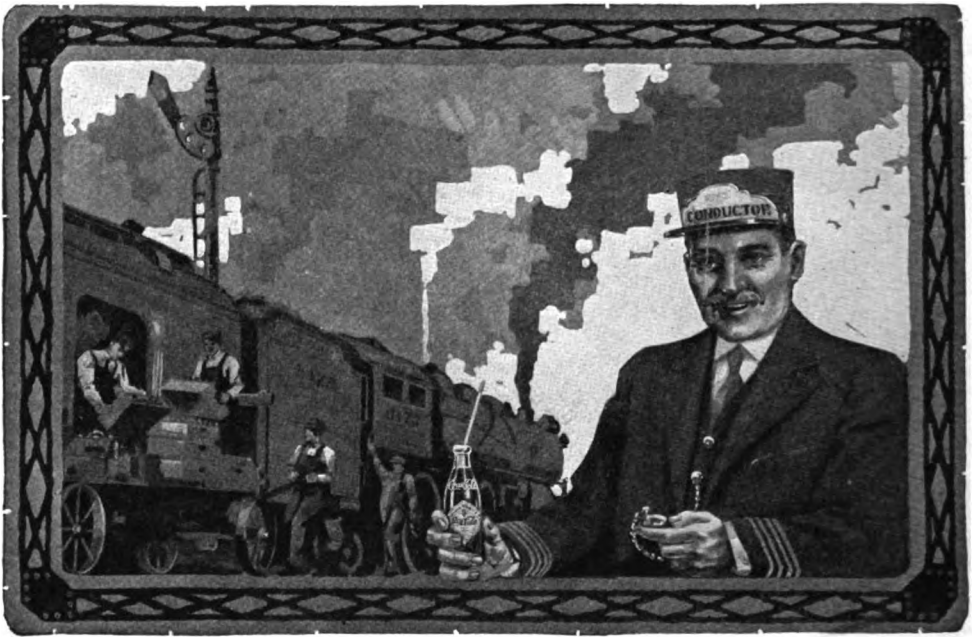
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Vol. 51

JUNE, 1917

No. 6



*Always time to drink*

***Coca-Cola***



Cools and refreshes whatever the weather—however hard the run. Shows a clear track to a quenched thirst.

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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

JUNE, 1917

Number 6

## June Sunshine

O gift of God; O perfect day;  
Whereon shall no man work, but play;  
Whereon it is enough for me,  
Not to be doing but to be.

Through every fibre of my brain,  
Through every nerve, through every vein,  
I feel the electric thrill, the touch  
Of life, that seems almost too much.

I hear the wind among the trees,  
Playing celestial symphonies;  
I see the branches downward bent,  
Like keys of some great instrument.

And over me unrolls on high  
The splendid scenery of the sky,  
Where through a sapphire sea the sun  
Sails like a golden galleon.

Toward yonder cloud-land in the West,  
Toward yonder islands of the blest,  
Whose steep Sierra far uplifts  
Its craggy summit, white with drifts.

Blow, winds; and waft through all the rooms  
The snowflakes of the cherry blooms;  
Blow, winds; and bend within my reach  
The fairy blossoms of the peach.

O Life and Love! O happy throng  
Of thoughts, whose only speech is song:  
O heart of man: canst thou not be,  
Blithe as the air is, and as free?

—Longfellow.

## Revenge of an Outcast

BY ANITA CLAY MUNOZ

The Van Houstons were an aristocratic family—people of the world—and as happy as most but for the fact that a family skeleton lodged in their hearts in the memory of an older brother—Peter Van Houston—who had been expelled

from college and after running wild for a time had suddenly ended it all by forging his father's name to a check for \$5,000, collecting the money and departing for the West.

At that time his father, Hubert Van Houston, was one of the rich men of Wall street. Years before he had buried his first wife, who left him this troublesome son, and had married again, a fashionable widow, who duly presented him with a daughter. This lady comforted him when his boy went away, cared for him through his last illness, wept gently when he died, and after a time settled down to enjoy the money her husband had left exclusively to her and their daughter Elizabeth.

Since then time had brought its customary gifts—white hair to Mrs. Van Houston and a husband and children to her daughter, now Mrs. Marmaduke Odell.

One afternoon at about this time their legal adviser, Mr. Clarendon, sat in his office at his desk when the door opened to admit a man of about fifty years of age, who said, "Are you James Clarendon?" "Yes, sir." "Legal adviser for Mrs. Van Houston?" "I am, sir. But what is your business with me?" "I should like to make my will," the man replied. "It's a long story. Have you time to listen?" "Go on." The newcomer leaned forward. "Don't you know me, Mr. Clarendon?" "I do not." He laughed a low, bitter laugh. "Forgotten by every one, I suppose. The ne'er-do-well, the



black sheep!" Mr. Clarendon looked at him keenly. "You are not"—"I am—Peter Van Houston!" The lawyer fell back in surprise and dismay. "Well," he said, "and what do you want?" "I desire to make my will. I'll not keep you long," his visitor said dryly. "They say that the way of the transgressor is hard, but I have reason to doubt the truth of that statement, for the stolen money brought me luck from the moment I went to the far West. The great business out there was lassoing wild horses. I became an expert at this and bought and sold until I had accumulated a good sum of money."

"Are you married?"

"No. Women have no attraction for me. A little black trunk that I keep under my bed and that holds all my securities is my only love. People call me a miser, and I rather enjoy the name. It means so much," he cried, "and such a sure means of revenge!"

"Revenge. Ah!" The lawyer grew attentive.

"Mr. Clarendon, I acknowledge I did wrong, and I have suffered—an outcast for thirty years, hidden, unknown! And my sister Elizabeth—she is rich and sensitive to disgrace! She would not receive me, for instance?"

"Of course," the lawyer said, "I cannot answer for my clients. As you say, they are proud, but money is often a strong influence."

"Get your papers out, Mr. Clarendon." The man's voice was husky. "Draw up a will for me. Wait!" He grew white, put his hand over his heart and gasped. "An attack of the heart! The doctors say I cannot live a year. Draw up the papers, lawyer. I want revenge!"

"You will leave the bulk of your fortune away from your family?" the lawyer queried. Mr. Van Houston appeared to be waiting for strength to continue. "Tomorrow I shall go to my sister's house. I want them to think I am poor! I want to find out if they are cruel enough to live in luxury knowing that the rightful heir is starving in their neighborhood. You alone are to know the truth! My fortune amounts to \$1,000,000. In a black iron box in my room are my papers of value.

I have decided to dispose of my fortune in this manner—\$100,000 to you, Mr. Clarendon, and the bulk to my sister Elizabeth—but with this stipulation: If she or any of them slights me then I leave my fortune to charity."

When Van Houston had gone Mr. Clarendon paced up and down thoughtfully. "If I do not act at once it will be too late," he observed.

That evening when Mrs. Van Houston and her daughter, Mrs. Odell, returned from the opera they found Mr. Clarendon in the reception room.

"I hope this visit is not to tell us that our funds are low," laughed Mrs. Odell.

"I have not come to scold, dear madam, but to tell you a bit of news. I have business of a private nature to communicate to you, Mrs. Odell. Peter Van Houston was in my office today."

Both women uttered sharp exclamations; the younger shivered. "I hoped he was dead," she said.

"Will he sue for his share in his father's estate?" cried Mrs. Van Houston. "Oh, what a blow! Elizabeth, we will not receive him!"

"I always expected it!" Mrs. Odell said. "And now this awful news is brought to us! I shall refuse to see him!"

The lawyer, instructing the ladies to secrecy, told them of Mr. Van Houston's will and the conditions imposed and later took his departure.

"Peter evidently inherited his father's talent for money getting," Mrs. Van Houston observed. "Thank fortune, he can live but a year longer. Peter, as a young man, was extremely tiresome."

"Never mind, mother," Mrs. Odell cried. "I am going to get that money. Ah, the front door! Marmaduke," she called out, "news!" Her husband, a fastidious looking man, entered the room.

The next day Peter Van Houston presented himself at his sister's house. Mrs. Van Houston and her daughter received him.

"We are so surprised!" said the older woman, extending her hand cordially.

"Only the bad penny turning up again," her stepson answered. "I've had a hard life, mother. For years, rather than return to my family penniless, I have lived

by doing odd jobs here and there, but at last ill health and poverty drove me home."

They asked him to remain to dinner, and he accepted the invitation.

Later in the evening, as Mr. Odell was showing him to the door, Mr. Van Houston surprised him by asking for the loan of \$50.

"I am a poor man, Marmaduke," he said as he took it. "I do not know when I can return it."

"Do not let that worry you, my good fellow," Mr. Odell replied. "Any time will suit me." He shut the door. "How the man tries to catch us!" he exclaimed.

A night a week later Mr. and Mrs. Odell were receiving their friends. The house was ablaze with the glare of many lights. Women in handsome toilets and men immaculate in evening clothes moved about exchanging greetings.

All the pleasure of anticipation of this evening's enjoyment had been spoiled for the hostess by the uncertainty in her mind whether to invite her brother or not. After much talking she decided to run the risk of his accidental coming and resolved that if she got over this night safely to venture on no more public entertainments until Mr. Van Houston's heart trouble had relieved them of his presence. But now she could not keep her eyes from glancing apprehensively toward the doorway. Half past 10 and he had not arrived! She was certain now that he would not come and began to talk brightly until suddenly she felt the unwelcome touch of a cold, clammy hand on her bare arm. Peter was at her side saying slowly: "Good evening, Elizabeth. Having a party? I am just in time!"

"Why, Peter! I am glad to see you." Mrs. Odell smiled, but her voice trembled.

Mrs. Van Houston instinctively crossed over to her daughter's side and extended her hand to her stepson with well-feigned cordiality. "Would you like to join Marmaduke in the smoking room or would you prefer to meet some of our friends?" she inquired. With cruel and deliberate slowness he said, "Elizabeth's and your friends are my friends, mother, so I would

be glad to know them." His stepmother slipped her hand through his arm, saying, with a nervous laugh, "Ah, here is Mr. Clarendon," as the lawyer crossed over the threshold. "You must meet the family adviser, Peter. Mr. Clarendon, this is Peter Van Houston."

"Glad to see you back, sir," Mr. Clarendon said genially.

The next day Mrs. Odell was ill in bed. Peter's way of claiming everyone's attention, with lamentations over his poverty, was maddening to his mother and sister, and the fear that he would resent the slight of not having been invited added to their discomfort.

It was just before Lent when Mr. Van Houston came home. All through this season the family lived quietly. As he saw more of his newly found family Mr. Van Houston appeared to get on with them better. He would sit for hours at a time with his brother-in-law, smoking one after another of his best cigars, and no matter how stringent the money market was or what bills were pressing Peter did not scruple to ask Mr. Odell for loans of money. Through the summer he visited them at their country place, turning up at odd times, usually when most inconvenient, frightened them with frequent attacks of weakness of the heart, and in the autumn when the leaves were falling he died.

This is how it happened:

One morning he sent for Mr. Clarendon, stating he was ill.

The lawyer made haste to reach Mr. Van Houston's bedside. Away at the top of the house in a small hall bedroom Mr. Clarendon found Van Houston stretched on a pallet in the corner, weak, gasping, dying.

The lawyer's quick eye caught a glimpse of the black iron box under the bed.

The sick man smiled sarcastically.

"Well, I guess I'm done for," he whispered. "The folks can take a little—comfort—now."

Clarendon took his hand. "My dear friend," he said sadly. "Any parting messages for your family?"

Peter had to struggle for strength to say, "No fortune."

The startled lawyer lowered his head to catch the whispered words.

"A scheme—for—revenge!" The man then ceased to breathe.

With something cold clutching at his heart, Mr. Clarendon hastily lifted out the black box and raised the lid. He discovered some soiled collars, a few wornout neckties and a new pair of shoes. In the small, bare room there was nothing else that could hold or conceal anything. The lawyer, stunned and dazed, walked down the staircase and out of the house without a backward glance.

Outside the fall day had grown grayer. The wind had risen, raw and bleak. Mr. Clarendon felt cold and proceeded on his way shiveringly.

The news of the death of Mr. Van Houston had preceded him, so later when he presented himself at the residence of the deceased man's family he found them all assembled in the drawing-room. Lurking under looks of decorous mournfulness, the lawyer could detect expressions on their countenances of relief and exultant joy. Mr. Clarendon had put off the telling of these unpleasant tidings as long as he could, and now that the disagreeable duty was fully upon him he hardly knew how to proceed.

"I am the bearer of very, very bad news," he began solemnly.

Mr. Odell approached him.

"Of course, Clarendon, you immediately secured possession of the black iron box? And you have the will?"

"I am not good at breaking bad news gently"—the lawyer paced up and down the rooms nervously—"or prolonging suspense. The truth is that I did not secure the black iron box because it contained nothing but trash, and the will is not worth the paper upon which it is written. Your brother, Mrs. Odell, died absolutely penniless."

They turned blanched, startled faces toward him, and no one spoke. Then their son Hubert broke the silence with a sharp laugh.

"A cool hand, by thunder! Fooled the lot of us, including the lawyer!"

"The devil!" exclaimed Marmaduke Odell, fairly shaking from shock and chagrin. "It can't be true! Why, man,"

approaching Mr. Clarendon desperately, "think of my cigars and the money I loaned him! Am I to have nothing in return?"

"It is all terrible, of course," Mr. Clarendon assented gravely. "And what adds to the misfortune is that you, being the next of kin, will have to defray the expenses of burial."

Mr. Odell shook his head and groaned aloud.

"We have been deceived, tricked and cheated!" his wife shrieked. "I shall go mad thinking about it! Such fools as we have been!" She wrung her hands in an agony of suffering.

Equally distressed, Mrs. Van Houston rose from her chair and, throwing out her arms tragically, exclaimed in angry tones: "Peter Van Houston was always a ne'er-do-well, a black sheep, a disgrace! And he died one!"

And while his family alternately stormed, raged and wept, the dead man lay rigid on his pallet in his little room, a smile of peaceful satisfaction adorning his white, set features.

### Debut of a Music Master

BY JONAS KINGSLEY

One afternoon last summer two pianos were unloaded from the way freight at Crosskill, a pretty suburban village on the west shore of a great tidal river. The instruments were neatly boxed and were both consigned to Professor Pierre Lucien Gerard.

After the train had pulled out of the siding and was on its laborious way up Rickerstraw mountain Jacob Robb, who was both passenger and freight agent, seated himself on one of the boxes—the one which contained a concert grand, the other holding an upright—freed his extinct pipe from its residue with amusing particularity, refilled it and, still holding it in his hand, extracted the waybill from his inside vest pocket.

"Pierre Lucien Gerard it is," he decided. "Now, who in the thunder is Pierre Lucien Gerard?"

He did not waste any time in trying to answer the question. Mr. Robb knew every man, woman and child in Crosskill and, for that matter, in all the adjoining

villages of Upper Crosskill, South Crosskill and West Crosskill. There were a pair of Pierres, a solitary Lucien and never a Gerard.

As he speculated Lysander Vorhis, the village truckman, drove up and without alighting took from his trousers pocket a bit of soiled paper, which he proceeded to study industriously.

"Anything come for Peer Lucy-Ann Gee-rard?" he demanded presently.

"Yes," Mr. Robb admitted laconically.

"Help yourself, Ly."

"A couple o' packages?" the truckman persisted.

"Take 'em right along, Ly," the agent advised sardonically. "Who owns the stuff, anyhow?"

"It b'longs to a feller that come up the river on the Mary Borkins this mornin'. He's took the soot over the bank, and he says he's goin' to open a stooody-oo. Said he expected a couple o' pieces o' freight and give me \$10 to cart it up."

"I guess you'll earn your money, Ly. You'll have to call out the Crosskill hook and ladder company to help you."

"I'll land 'em in that stooody-oo just the same," the truckman declared between his teeth.

Lysander did land them. Before bedtime the two pianos, removed from their confinement and restored to their proper dignity, stood in the big room over the bank. Next day the suit was made further habitable by sundry pieces of furniture obtained from the local dealer, and the door leading into the apartment was decorated with a neat card bearing the legend, "Professor Pierre Lucien Gerard, Teacher of the Pianoforte."

The professor's arrival was the occasion of much speculation on the part of the people of all the Crosskills, and his first public appearance in the capacity of a musician, the result of a fortuitous accident, produced a real sensation. Across the hall from his studio was the lodge room of an order which had issued invitations for a public installation and banquet to be held on the very evening of the day on which the professor had displayed his modest shingle. Almost at the last moment the brother who had been expected to perform the duties of organist fell ill,

and there was absolutely no one to be found with sufficient confidence in himself to take his place. So it was nothing less than an inspiration that impelled Cornelius Keenholts, an active member of the music committee, to knock timidly at the door of the studio.

"Entrez!" came cheerily from within.

Mr. Keenholts spoke English only, but he opened the door and entered bravely. The professor came forward with a reassuring smile on his handsome face and in English which was perfectly idiomatic and free from accent begged his visitor to be seated.

"I'm mighty glad you can talk English, professor," began the greatly relieved man. "I was afraid I'd made a mess of it."

"I do speak it fairly," the professor admitted modestly, "not so well perhaps as I do some other languages, but well enough to make myself understood."

Relieved of his embarrassment, Mr. Keenholts proceeded to business. He met no difficulty whatever. The professor was all graciousness. He accepted the invitation to fill the vacancy with a graceful willingness that won the instant admiration of his visitor. "I shall be most happy," he declared, "although I do not know the cabinet organ too well. Let me suggest rather that your society accept the loan of my upright for the occasion. Then, if you wish, I shall be able to entertain you a little. I am seeking pupils, you know, and it will serve admirably to introduce me. It will be better than an advertisement in your paper, and I shall save my money and also show you what I am able to do. How does it please you?"

It pleased Mr. Keenholts amazingly well, and he said so. He agreed to have the piano carried across the hall and promised that no harm should come to it.

"I wish it might be the other, the concert grand," the professor sighed. "I could do myself infinitely better justice. But, alas, it is not possible! It was so badly shaken in transit that it must be silent until an expert restores it."

Professor Gerard did not make his appearance in the lodge room until the members and their guests had assembled and it was time for the proceedings to

begin. As he entered the crowded hall and made his way to the platform a hush fell upon the assembly, and every neck was craned to obtain a glimpse of the newcomer. As the professor stepped lightly upon the platform and seated himself at the piano a murmur of satisfaction made the circuit of the large room.

"If he only plays half as well as he looks," began Mrs. Keenholts, an amiable and very rotund woman, in an audible whisper.

A warning "S-h!" from her equally amiable and not quite so rotund daughter, interfered with the worthy matron's conclusion, and just then, after a brief consultation with Mr. Keenholts, who was acting as master of ceremonies, the professor struck a mighty chord.

He did look remarkably well. As he sat at the piano, his profile toward his audience, he seemed singularly attractive and even distinguished looking. He was dark and smooth shaven, and his features were modeled on classic lines. He was also slight and rather fragile looking, and his eyes were large and extremely bright, accentuating the pallor of his complexion. His hair was worn longer than the prevailing mode, and the traditional lock fell over his forehead. He was clad in the most irreproachable evening dress, and his manner was everything that could be desired.

The opening music was only a hymn sung by the members in unison, but before it was ended Mr. Keenholts, who was the real musical purveyor for the lodge, made up his mind that a cabinet organ was conspicuously out of place in a lodge room and that a piano should grace the platform hereafter. Then followed the installation ceremonies, during which the professor did not leave the piano, but sat with his poetical face half concealed behind the slender fingers of his left hand. At the conclusion of the induction office Mr. Keenholts announced from the platform that it afforded him great pleasure—and his radiant countenance did not belie the statement—to introduce Professor Pierre Lucien Gerard, a distinguished musician who had most kindly come to their assistance in the hour of perplexity and who was about to

establish a school of music in the village. Realizing deeply, he continued affably, that the professor had contributed greatly to the success of the evening, he would now ask him, in behalf of the organization which he represented, to favor the audience with a piece of his own selection.

The man at the piano smiled engagingly, squared himself with the instrument, clasped his slender fingers tentatively and dashed off the preliminary arpeggio which is so characteristic of the virtuoso. Then he began and played admirably, well enough almost to furnish the illusion that a great artist was masquerading in obscure Crosskill. So it seemed to these young women presently, who were confessedly musical and who had "had advantages." So it seemed even to Isabel Vose, the banker's daughter, who had traveled and had often come in contact with the genuine thing. Before he had finished his first piece half of the young women in the room had made up their minds to become his pupils, and after he had played the half dozen others had demanded vociferously their fathers and mothers were scarcely less impressed.

"Every bit as good as Paderewski and a mighty sight cheaper!" declared Cornelius Vose, the bank president, after the applause had subsided.

"I'm not so sure of that," laughed his daughter. "It may be a good deal dearer than Paderewski before you are through with it."

"I suppose that means that the professor has secured a pupil in the Vose family," he returned good humoredly. "Well, you ought to know the real thing when you see it. It does seem queer, though, that anything worth while has landed in Crosskill."

"You've been here a long time," she reminded him mischievously.

The professor was the lion of the evening. Everybody made it a point to assure him that he was welcome in Crosskill, and his modest and unaffected manner did wonders for him. Even old Marcia Haring, who seldom agreed with anybody and was tolerated only on account of her money, pronounced him the hand-

somest and most sensible man she had seen in a lifetime because he did not dispute her statement that Beethoven would have written ragtime if he had known how.

When supper was announced it was Isabel Vose who led him in triumph to the back parlor, in which the banquet was spread. She was a sensible young woman and exceedingly attractive withal. She had passed the ultra romantic period of young womanhood, but she found it difficult to suppress the rather harrassing and wholly unaccountable interest she was beginning to take in this mysterious and very agreeable musician. During the repast he talked much and most appreciatively of rural life and its restfulness and capacity to supply the true musical inspiration. Although he avoided the discussion of personal matters with what seemed to Isabel an exaggerated delicacy, she had almost persuaded herself before they returned to the lodge room that he was a composer who had come to Crosskill in search of the proper atmosphere for a masterly effort.

As they were rising from the table the professor took from the pocket of his low cut vest a slip of paper and began to unfold it. "This is something I picked up from the floor after I had been talking with your father," he said, handing the slip to Isabel. "It seems to be a cabalistic design of some sort. It probably has some connection with the order. Do you know what it is, Miss Vose?"

"Yes, I do," she answered hastily. "It belongs to my father. He must have pulled it from his pocket with his handkerchief. He will be annoyed when I confront him with the evidence of his carelessness."

"Then I should advise you to defer the matter. He seems to be enjoying himself, and it would be cruel to disturb him," the young man said, with a soft laugh.

Isabel laughed a little too. "I guess I will take your advice," she said, putting the slip in the belt of her gown and at once forgetting all about it.

On the way home the Voses discussed the professor. Mrs. Vose, always charitable to the verge of absurdity, startled

the others by a positive declaration that she did not like him and that she was afraid of him. Her husband ridiculed her fears and protested that the man was a genius who had gone astray in Crosskill. Isabel withheld her opinion, if she had one. When they arrived at home she went directly to her room, leaving her parents still engaged in fixing the probable social status of the stranger.

About daybreak she awoke from a distressing nightmare in which the professor seemed to be standing over her in a threatening attitude demanding the combination which would open the bank's safety vault. Then she remembered the slip of paper which she had tucked in her belt for safe keeping. She sat up in bed affrightedly, and the first object that met her eye was the piece of paper, which lay upon the spot where it had fallen when she removed her belt.

"Only a horrible dream!" she whispered, with a great sigh of relief. "But, really, papa is the one that should have had it. If he will carry that combination around in his pocket he deserves to take the consequences."

She composed herself and went to sleep.

Nevertheless the professor robbed the bank. With the combination in his possession and with his expert knowledge of the ways and means of doing such things it was an easy effort. When they opened the concert grand it proved to be a hollow sham—no sounding board, no strings, no anything appertaining to the interior of the noble instrument it stimulated; only a jumble of weights and ballast and burglars' sundries, among them a complete set of bank looting tools and even a carefully protected vial of the fulminate with which Professor Pierre Lucien Gerard had expected to achieve the end which chance developed so unexpectedly and so soon.

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### Safe Through the Breakers

BY ALICE LOUISE LEE

Copyright by Alice Louise Lee

Boggles came aboard at Halifax—a stranded, battered derelict of the sea—anxious to sail to the north coast. He

was suffering from a plethora of hard luck, but to Mr. Pierce he had the appearance of one recovering from a period of dissipation. Annette saw only the picturesque side of Boggles, and he was tentatively engaged on the spot.

"I know the Newfoundland coast better'n I know the chart of me own face," confessed the pilot in a soft, pleading voice. "Seeing that I was born in Straddle Rock Cove an' lived there until I was old enough to run away, I ought to."

Annette was romantic, and she anticipated his thoughts.

"And you want to visit your old home again?" she asked sympathetically.

"Yes, ma'am; I'm dying to do that. Been trying to get back in the old home port for a well nigh twenty years, but what with hard luck an' other things I've always missed it. Once at St. John's I says to myself, 'Now I'll see Straddle Rock ag'in before I die.' I was so sartin of it that I had to break a leg celebrating the event. Of course no one wanted a sailor with a game leg, an' I had to stay in port until the season was too far advanced to go north. Then I shipped to the States ag'in to keep from starvin'."

Boggles limped a trifle yet from his broken leg, and one eye seemed to squint with diabolic cunning when you looked him square in the face, but Annette saw none of the ugly sides of the subjects she liked, and Boggles charmed her.

Mr. Pierce grumbled at the bargain, but finally submitted. Pilots familiar with the north coast were scarce in Halifax, and the season was late anyway. "Well, it's for Annette's sake I'm up here," he confessed, "and I suppose I shouldn't object if Annette approves."

"He looks honest, but a bit hardened on the surface by too much contact with the world," ventured Dr. Langdon, with a smile. "I think his story of being born and nurtured in Straddle Rock Cove is a myth, however. I doubt if there is such a place."

"We must visit Straddle Rock Cove," said Annette positively one day. "Mr. Boggles"—she always dignified the old pilot with Mr.—"can guide us there. It's an immensely dangerous harbor, and no

one can enter it in a storm except Mr. Boggles."

"Boggles may be all right," drawled the doctor, "but I draw the line at going into Straddle Rock Cove with him in a storm."

Annette ignored the interruption. Mr. Pierce was bored with the whole trip, and he was willing to yield anything for peace.

"You will visit the cove, papa, where Boggles was born?" Annette continued. "You will make him happy again. He's been dreaming of this trip for twenty years."

"If you will be satisfied to return home then we may run in the harbor," craftily replied Mr. Pierce, anxious to shorten the trip by striking any sort of a bargain.

"Yes," reluctantly, "after we stay there a few days."

Straddle Rock grew daily in importance thereafter. It was the first definite point of entry for the yacht. Captain Reed looked the place up on the charts. There was a group of small rocks off a dangerous point of the coast, locally known by the fishermen as Straddle rocks. They were marked "Dangerous" and "No Safe Harbor for Ships or Yachts." He carried his information to the owner and grumbled with mutinous intent.

"Oh, it doesn't matter in the least, captain," retorted Mr. Pierce, annoyed by the new interference. "Annette is persistent, and you must oblige her. Really, it's none of my affair."

"But, sir, this man Boggles may wreck us."

Mr. Pierce waved his hand entreatingly. "Talk to Annette," he murmured.

Annette checked the incipient mutiny by coaxing the captain for two whole hours. When they emerged from the vocal contest both were smiling. No orders were given to change the course of the yacht.

The waters of the north coast met them a week later. They were cold and icy, with the breath of floating bergs hovering over them. Boggles was consulted by the captain, and his meek, submissive air sloughed off to make place

for the official bearing of "Mr. Boggles, the north coast pilot."

Boggles was to report for duty the following morning. As his last unofficial act he helped the mate to repair the small acetylene gas generator in the forward part of the yacht. This was used in emergencies for the forward searchlight.

"We've got to keep a sharp lookout for icebergs now," Captain Reed had warned, "and that forward searchlight must be fixed up."

Boggles didn't know much about acetylene gas. Neither did the first mate. They tampered with the plant for two hours, and then a muffled explosion forward alarmed every member of the crew. It was the first mate who exclaimed incoherently:

"The thing—the tank exploded right in our faces. It was so sudden that I could not say how."

Boggles couldn't explain, for he was blinded, and his body was blazing like a human torch covered with pitch. The captain and Doctor Langdon squelched the flames, so the yacht was safe, and Annette, with two sailors, rescued Boggles from incineration.

Mr. Pierce was angry and bored to the point of saying:

"How annoying! Anyone hurt?"

"Boggles is pretty well done up," the doctor replied, scraping the charred skin from the blackened face. "He's blind as a bat for one thing, and"—

Boggles groaned and stammered in a hoarse whisper:

"I knew I'd never see Straddle Rock Cove ag'in. I might have knowed something would happen. Oh, why didn't I stay away?"

Captain Reed called another meeting to consider the question of changing the yacht's course. "Mr. Boggles is now incapacitated," he exclaimed, "and of course no one else is familiar with this coast."

"That's so," retorted Mr. Pierce, with sudden enlightenment. "Then we must return—at once."

A malevolent light of joy illumined his features.

"Exactly," replied the captain. "I shall order the course changed."

"Not today, captain," interrupted An-

nette sweetly. "It seems like—like sacrilege to turn around and run home so soon after Mr. Boggles is laid up. I—I think we should keep on a day or two. There is some hope, Dr. Langdon, isn't there?"

The doctor shook his head. "I'm sorry to disappoint you, Annette, but there's none. Boggles is blind—totally blind. He may in six months or a year recover some of his sight, but it is a forlorn hope."

Annette's face darkened. Mr. Pierce thought she was about to cry, and he hastily said:

"We might keep on the same course for a day or two, captain, out of respect for Boggles, and"—

"Yes, yes, certainly."

Annette gave them both a grateful smile, and the conference was ended. Boggles absorbed more attention now than before the accident. Every one paid him deference, but that was partly because all, from the humblest to the highest, knew that the trip was to be abandoned in a day or two. But Boggles didn't know, and he kept moaning:

"I'll never see the Straddle rocks ag'in! If I could see 'em I'd die in peace! Ah, there they are! Are you here, ma'am? Look at 'em! See the sun on 'em! There's where I was born—twenty, thirty, forty, fifty years ago, ma'am!"

"Oh, Boggles!" moaned Annette in return. "Why did this happen?"

Now, the meeting of the cold breath from the north coast and the warm wind of the southern summer plays havoc with the sea at many points between Newfoundland and Labrador. Fierce elemental struggles of the atmosphere shake the sea and earth, and for days and nights no ship is safe in those far regions.

The Grayling was a staunch yacht, but rather undersized for a cruise so far from port. When the wind struck her she danced lightly in the choppy seas, but as the storm developed she grew troubled and frightened.

Boggles had recovered from his feverish delirium and was rational. He heard the storm and found an atom of consolation in it. He relieved his mind of the weight pressing upon it.

For a night and a day the yacht drift-



ed. Then in the blackness of the second night the vortex of the frightful storm was reached, with the craft ill prepared to meet it.

The forward watch reported breakers ahead, and the jagged outline of rocks was seen in the distant background. The Grayling was drifting steadily toward them. It was a matter of an hour before she would strike.

Annette heard the summons to prepare for the worst. The two boats which were left would hold the crew and passengers, and there was no alternative but to trust their lives to the tender mercies of the breakers in them.

"Boggles, you must rise and go with me," Annette said. "I'll lead you. We're drifting on the rocks."

"What rocks—Straddle rocks?"

"I don't know," laughed Annette hysterically. "It would be funny if they were."

"No, ma'am; it wouldn't, for they're dangerous—very dangerous in a storm like this."

"Oh, if you could only see, Mr. Boggles, you would save us!"

"Yes; I'd save you. I know the coast."

He pressed a hand to his throbbing head.

"What rocks did you say they were?" he queried again. "How do they look—tall, ragged and straggling, as if they wanted to block up the entrance to the cove? That's them. Yes, I know them."

"I didn't say, Mr. Boggles, what they looked"—

"Yes, I know that sound," interrupted the man suddenly. "That's off the Saddle's hump. It's three miles to the west of the entrance. I know my reckoning now. I'll take the yacht."

"Mr. Boggles, it is"—Annette started to interpose, but the old pilot was at the door of his stateroom.

"There, take those things away!" he said impatiently, stripping the bandages from his forehead. "I can't see with them on!"

Annette mechanically picked up the discarded strips of fine linen and followed her erstwhile patient through the door. Boggles was on deck before her. All was confusion and blackness there, but

the pilot wended his way through the obstructions to the pilot house.

"I'll take her, captain, now," he announced gently. "I've got my bearings. That's the Saddle's hump, an' over there's Straddle rocks. It's nasty weather in here."

Captain Reed stared at the vision, but it was too dark to see clearly. His own nerves were considerably rattled by the recent series of events, and he stepped back in something like superstition.

"Let her go ahead full speed, captain," Boggles continued. "The tide runs like blazes through these channels."

The sailors halted in their work and left the boats swinging half down the davits. Mr. Pierce shouted angrily.

"What's he doing—wrecking us on his blamed rocks?"

"Wait a moment, Mr. Pierce," Dr. Langdon said, the intuition of a vision possessing him. "He can't make matters worse."

"Isn't he blind?" snorted the owner.

"Yes, we're all blind," answered the doctor meekly.

The crash of the breakers on their right drowned all further conversation. The wind veered and shrieked a new tune, and the Grayling cleared the line of rocks by a scant yard.

"That was as close as we could run to the hump without going on," exclaimed Boggles, with both hands on the wheel.

"Now," with a sigh, "for the Straddle rocks. They're worse, much worse in this weather."

"Heavens! Then we're lost," groaned Mr. Pierce. "We can't live in anything worse than that."

"Hush, papa!" whispered Annette. "I think Boggles may know."

The yacht yawned and swung wide of the next line of breakers, then faced the black towering rocks. Boggles held her steadily toward them. There was no opening. The sea dashed mountain high against their precipitous face. The white foam splattered the bow of the boat. Mr. Pierce could not stand it no longer. He broke loose and shouted in a frenzy:

"We're crazy! That madman will wreck us! Take the wheel, Captain Reed! I command you! Take it!"

But the captain fumbled in speech and movements. Then he was arrested by a most violent lurch of the yacht. There was a grinding and grating of steel against an unyielding substance. Some one shrieked awfully. It seemed an eternity for the bewildered spectators, but Boggles sighed and said:

"There, we're through the Straddle now! We're safe, captain!"

The towering wall of rocks had miraculously opened, and the Grayling shot through a channel so narrow that her sides scraped the outer edges of the strange formation of granite. The current swept the craft forward with accelerated speed.

Then the sea lost its turbulence and the wind its power for evil. Protected on all sides by abutments of rocks, the sheltered cove was like a mill pond compared to the raging sea.

"We'll anchor here, captain," Boggles was saying. "The tide is not so swift inside the rocks, an' the bottom is sandy. I'll take a rest now. I'm tired, an' it's getting dark, very dark. I never knew the cove to be so dark before. I can hardly see the rocks. I think—I'm falling."

It was Annette's arm he clutched, and Annette and the doctor led him below to his room.

### A Wooling That Went Wrong

BY C. B. ETHERINGTON

"There ain't a better manager in the county than Betsey Agnew," said her neighbors and immediately added, "but may the good Lord deliver me from being managed by her." Those were also her son Zed's sentiments, but Providence had so far turned a deaf ear to Zed. Indeed, it seemed to deliver him still further into her hands after she and Eliza Willet laid their heads together for the fourth time.

Mrs. Willet was apprehensive as to the successful outcome of this fourth inter-family campaign. Mrs. Agnew was hopeful with the hope of one who has unlimited confidence in herself.

"But, Betts," argued Eliza Willet, "the others wan't so contrary. I can't

do nothin' with Atulky. She won't hear to reason, and Zed ain't no better, is he?"

Mrs. Agnew clicked her teeth and her knitting needles simultaneously. Her tone was decisive. "Elizy Willet, I hain't reached my time of life to set down in peace and have folks say: 'This time Mis' Willet and Mis' Agnew has got their hands more'n full. Zed and Atulk will be too much for 'em.' Them's the words that Mis' Lansin' used to Asy Clark. When I have said my little say to Zed things will look different to him."

It was one morning in the late winter that Mrs. Agnew said her "little say" to her son. It was breakfast time, and Betsey stood beside the stove twirling a pancake turner.

Zed still sat at the table, bolting griddle cakes and listening without appearing to hear. He sat well back in his chair with his feet gripped around the rear legs. His left elbow rested on the table, his hand clutching the back of his neck firmly. His forehead was low and his chin short. The nose turned up suddenly at the end and drew with it the middle of his upper lip, exposing a cavity which two front teeth would have become.

The only response he made to his mother's ultimatum was, "Fork me over a few of them cakes, will ye?"

Mrs. Agnew, paying no attention, bent over the griddle. "It ain't every day that a young man can git a farm of medder land he's been hankerin' after for years, and"—here Mrs. Agnew shot a keen glance at her son—"that he can't git no other way."

"Has the molasses give out?" was Zed's satisfying response as he glued his eyes to the bottom of the sirup pitcher.

Betsey continued, knowing that her words were not falling on deaf ears. "No, I say, it ain't everyday that a young man gits such a farm, with a new house on it, and"—here she paused and threw a big cake on her son's plate by way of emphasis—"a deed fer the whole thing on his weddin' day."

Zed unhooked his feet and laboriously arose. He twisted his upper lip sideways and looked over the table. "There hain't nothin' more to eat in sight," he remarked tersely, "so I've got to quit."

He reached the barn, his eyes roving over the rich flats which stretched, acre on acre, toward the river. These fertile flats might be his, provided he followed the example of his three older brothers and took a Willet to wife. He kicked the barn door vindictively. "If one of the others had only took Atulk I'd be willin'," he muttered.

Later Betsey and Eliza reported to each other.

Eliza was agitated. "Oh, Atulky acts somethin' awful!" she moaned. "She says she will run away to Boston to her Aunt Atulk's, and I just bet she will!"

Atulka possessed a pretty face, an imperceptible hump in her shoulders and a very perceptible hump in her temper.

Mrs. Agnew rocked and looked calmly at her emotional friend. "How old is Atulk?"

"Twenty-one, come next September."

"Yes," remarked Betsey meditatively, "under age. Now, you know that Atulk hain't a thing to carry her to Boston on except her two feet."

A relieved expression stole over Eliza's face. She was not one to deal out money freely.

"And what's more," continued Betsey, "she knows her aunt is dreadful dressy, and she'd cut a pretty figure in Boston without a decent dud to her back," Betsey finished impressively. "And you see to it that she don't have unless she'll marry Zed!"

Mrs. Willet sat bolt upright. "Why, Betts; you don't mean?"

"Yes, I do," interrupted Betsey. "It'll fetch her if anything will." And the friends were closeted together in close conversation for an hour longer.

The farsighted Betsey gave Zed a full month in which to think over his prospects concerning the meadow lands. Then she forced him to a decision.

"That man Skinner was here yesterday," she remarked casually, "to see about buyin' the medder lots. I told him I'd let him know in ten days what would be done with them medders. I told him I was thinkin' of givin' 'em to my son, but if he didn't want 'em," significantly, "I'd sell 'em to him."

Zed's upper lip twitched, and he took a

firm hold of the nape of his neck, but he made no reply until nine and one-half days later. Then he stopped, swill pail in hand, and asked gruffly, "Ma, when you goin' to begin that there house on the medders?"

"Just as soon as the frost is out of the ground," replied Betsey swiftly, "fer it's got to be used by the last of September."

She had won. She hastened to tell Eliza. The latter was pleased, but she looked actually pale.

"Ain't my plan with Atulky workin'?" asked Betsey anxiously.

Mrs. Willet groaned. "Workin'!" she ejaculated. "It's workin' me to death. Why, that girl keeps me all of a tremble. I don't know where we're comin' out. Last Monday she says, says she, 'Ma, if I marry Zed I'll have Aunt Atulky git me a black silk coat lined with white satin.' Listen to that, Betsey Agnew! And I gave in. Tuesday she come in and says: 'Ma, if I marry Zed you've got to git me a bow of furs. I won't have him without 'em.' Just hear that, Betts! And I give in. And yesterday she says: 'Ma, I'm goin' to have one of them long lace fishers. Aunt Atulky says they're all the rage.' And, Betts, I give in. Now, where am I goin' to stop givin' in?" Mrs. Willet applied her handkerchief to her eyes and wept.

"Yes, yes, Elizy, I know it's hard," responded Betsey, with the light of victory in her eyes, "but it's worth all that to have our own way where people think we can't. Now I must hurry along and hire the carpenters. By the way," with her hand on the doorknob, "I'm goin' to send Zed over Sunday night to set up with Atulk."

Eliza groaned afresh. "Of course it's got to be done, but it'll mean another silk dress out of me, as likely as not, before she'll set up."

Zed "set up" Sunday night with his prospective bride—that is, he sat in one corner of the large parlor and blinked at the lamp. He held himself down by means of his toes hooked around the hind legs of the straight-backed chair on which he sat. Mrs. Willet, with a face full of anxiety, had received him and immedi-

ately retired and closed the door behind her. A commotion began at once upstairs and down. Zed grinned appreciatively until the door flew open and Atulka projected herself into the room and, without so much as casting her scornful eyes on Zed, flounced into a chair in the farther corner, pressed her nose against the windowpane, stared fixedly out into the darkness, and chewed gum.

Zed sat patiently until the hands of the clock designated the hour specified by Betsey and then took his silent departure. He nearly fell over Mrs. Willet, whose ear had been applied to the keyhole in order that she might report progress to Mrs. Agnew the following day.

There was no word for her to report, nor was there until September, until the house was finished and the wedding day set, until Zed's upper lip had been permanently twisted sideways in disgust and Atulka had secured such a trousseau as no one in the county had ever had before. Then Mrs. Willet had a report to make one Monday morning. It was not much, but it excited and delighted both mothers.

"They talked!" Mrs. Willet exclaimed.

"Now the Lord be praised!" cried Betsey, piously sinking into a rocking chair. "What'd they say?"

Mrs. Willet shook her head. "I couldn't make out a word, they talked so low."

"I should like to know," said Betsey regretfully, "seein' it's only two weeks to the weddin'."

"My, ain't I glad it's only two weeks more!" murmured Eliza pathetically. "The clothes that Atulka has got out of me. They make folks open their eyes, though, I tell you!" Eliza found a crumb of comfort there. "But I just feel as if I was comin' on to the town."

"Well," returned Betsey calmly, "I guess that deed I got recorded last week up to Auburn will take a trifle more out of me than Atulka's clothes have out of you, and the new house. You ain't the only loser."

"I know it, Betts," fretfully, "but I'll be all-fired glad when it's over."

"I can't help wonderin'," was Betsey's ambiguous response, "what they said."

Unexpectedly Zed enlightened her that very afternoon. Zed had been doing an

unprecedented amount of thinking for weeks and a little planning. He was proving himself the worthy son of his mother, but had his mother known it she would have been far from pleased. On her movements Zed had kept a wary eye until the previous week. The day Mrs. Willet and Mrs. Agnew drove to Auburn together, he, feeling secure, had brought together pen, ink and paper, hooked his feet around the legs of his chair and with perspiring face toilsomely indited a letter. It was the longest he had ever written and proved to be the most satisfactory.

"Ma," said Zed, coming into the pantry—"ma, me and Atulky want to go to the circus Wednesday at Auburn. You know it's Atulka's birthday, and we want to celebrate."

Betsey was delighted. Mrs. Willet was delighted. They beamed on the world generally and on each particularly for two days. Eliza early decided to "set out Wednesday" with Betsey, in order to finish their arrangements for the wedding. She hurried across the fields just after Zed and Atulky had departed, and the two women planned cakes and creams, salads and cold meats until sundown.

The dusk of the shortening September day was fast approaching when they heard the sound of horses at the front gate. Mrs. Willet arose hastily. "There; that means that Atulky is to home, and I must go right over."

"Why, wait, Elizy, and I'll have Zed carry you over"—Betsey was interrupted by a rap at the door. "It ain't Zed, Elizy. Set down again."

Betsey opened the door, and Asa Skinner entered. He was skinner by name and nature both, the people of Auburn said, but outwardly he was pleasant to look at as he stood inside the door, smiling blandly at the women. He coughed slightly against the rim of his tall silk hat, which he held in one gloved hand.

"Ladies," he began, with some hesitation, "I—ahem—feel it my duty to inform you—er—that your children will not be home—er—tonight, at least"—

Mrs. Willet sat down suddenly and hard. "Atulky!" she cried. "Where is Atulky?"

Mr. Skinner bowed in Eliza's direction. "She has just—er—let me see." He drew out his watch. "Yes, her train is just now pulling into Boston."

Eliza threw up both hands and turned pale. "Into Boston," she repeated in a weak voice. "How'd she ever git there?"

"By means of a ticket," explained Mr. Skinner gravely and added as if in after-thought to Betsy, "purchased by your son."

Betsy suddenly advanced one step nearer Mr. Skinner. She spoke with heavy emphasis. "My son got it, did he? Just wait till I git a holt of Zed."

Mr. Skinner smiled blandly. "I fear, Mrs. Agnew, that you will be obliged to forego that pleasure, as he is on his way to California."

"California!" Betsy's voice was shrill. "It can't be true! Zed left this house with just \$7 in his pocket."

"He left Auburn," replied Mr. Skinner quickly, "with \$7,000, the price of his new farm."

Betsy's head reeled. She caught the edge of the table and spoke hoarsely. "The farm ain't his until the weddin' day. I've got the deed!"

Asa Skinner interrupted sharply: "Your family affairs are nothing to me, madam. The deed of the meadow lots to your son was entered at the office of the registrar and recorded last week as signed, sealed and delivered. The farm is now mine. I called to get the keys of the house."

Ten minutes later two very pale and angry women were looking at each other silently. Betsy was the first to speak.

"To think," she moaned, "that I was fool enough to get that deed recorded!"

Eliza wrung her hands. "And there's Atulk run away without Zed after pesterin' me nigh to death!"

She ended her sentence with a suppressed scream and sprang to her feet with the agility of youth. She hurried across the field and in at her back door, closely followed by the breathless and astonished Betsy. Up the stairs went Mrs. Willet and with trembling hands threw open the door of the guest chamber, where the wedding finery had been laid.

The room was empty. Silk, chiffon, skirts, veils, gloves, hats, scarfs and all the toilet accessories which for weeks had been draining Mrs. Willet's purse had all disappeared.

The two women gazed at each other and at the empty room by turns.

"My stars, Betts, how did she ever manage it?" wailed Eliza, immediately adding, "and she's of age today!"

### Saved by a Woman

BY ALAN HINSDALE

When the Duke of Wellington was fighting the French in Spain in 1809 to 1814, gaining one victory after another, naturally the Spanish people were in an unsettled condition. In all countries where there is war there are persons who pretend to belong to one side or the other—sometimes both sides—either doing secret service or partisan work or engaged in robbery.

Alfonso Fernandez, a youngster of twenty-three, hated both the French and the English, expecting that, whichever conquered, Spain would have a foreign yoke about her neck. Fernandez, who commanded a small body of mounted men, would harass either side alike. Sometimes he would attack a supply train of the British, then the very next day, when they were pursuing the French after one of their many victories, he would be found in the van of the English ranks sabering those Frenchmen who were unable to keep up with their retreating companies.

Fernandez was the son of a Spanish grandee and highly educated. One day he was riding at the head of his men through a rural district not far from Talavera, when screams were heard in advance. Fernandez put spurs to his horse and, followed by his troops, rode around a bend in the road through trees that obscured his vision, and, emerging into the open, came to a gentleman's country place that was being looted by stragglers from the French army.

Dashing through the gateway and up to the house the Spaniards attacked the marauders and drove them off. Fernandez himself found a young lady struggling

with a French grenadier and cut him down.

Naturally those occupying the place were very grateful for their deliverance, and Donna Maria Matelinia's heart went out to her preserver. The troop encamped, or, rather, bivouacked on the grounds of her home and received everything they needed that the place afforded. For some time they made it a base of their operations, striking out in different directions, always returning after a foray. But their absences were neither so frequent nor so long as they had been, for the leader spent much time dallying with Donna Maria.

Nevertheless the harassing Fernandez gave the French about this time was sufficient to excite the ire of Colonel Pierre Villiers, who vowed that if he could catch the "bandits," as he preferred to call them, he would hang every one of them. The colonel sent out a scout after one of Fernandez's attacks on a French outpost to follow him at a distance and discover his lair. The scout returned with the information that Fernandez himself spent much time at the Matilinas, but as for his troop they had no stopping place.

The more time Fernandez and Donna Maria spent together the more deeply they fell in love with each other and the more reckless Fernandez became in exposing himself to attack from his enemies. But a woman readily scants danger to the man she loves. The lady frequently expressed disapprobation at her lover remaining with her when his men were away, pointing out how easy it would be for either the French or the English to take him while he was alone. But whenever he consented to leave her she was sure to ask him to take the risk just once more.

Meanwhile Fernandez's hand, under the leadership of his lieutenant, was harassing the French night and day. It being known what force was making all the trouble and it not being known that Fernandez himself was dallying with his beloved, he incurred all the obloquy of these attacks.

Colonel Villiers, having learned that Fernandez visited a certain place, made

up his mind to take him there. He sent one or two expeditions there, but at the time Fernandez was away with his troop. The Frenchman, not wishing to frighten the bird away, concealed the fact that they were after him. But they did not deceive Donna Maria.

Colonel Villiers, eager to take the man who was annoying him, finally put a watch on the house Fernandez frequented and, one evening when it was reported that the Spaniard was there, concluded to go in person to capture him. Putting himself at the head of a dozen men—Fernandez's men were not with him—the colonel led them to the house where the lovers were dallying, surrounded it with his men, then closed in upon the premises.

Fernandez and Maria were sitting on a bench in a flower garden when suddenly they heard steps approaching, accompanied by the jingle of spurs. Both jumped to their feet and retreated to the house, screened on the way by high growing plants common to tropical countries, and closed a door behind them without having been seen. Discerning from a window the forms of men without, the lovers suspected that Fernandez was in danger, and Maria at once began to think of a place to hide him, for escape was obviously impossible. She led him upstairs to a bedchamber and put him in a closet. Fernandez had never been beyond the ground floor of the house and did not know in whose apartment he had been hidden. The closet door was locked, and he was in the dark. It was not long before the bedroom door was violently thrown open and there was a tread of boots on the floor.

"What means this intrusion?" he heard spoken in a voice which he recognized as Maria's.

"Pardon, senorita," said a man's voice, "but there is a man in this house who is wanted. We must find him."

"In a lady's chamber?"

"I regret to disturb you."

"You mean that you regret to insult me."

"That is not intended."

"You come into my room when I am in bed and yet you do not intend to insult me?"

"God forbid that I, a French soldier, should insult a woman."

"Will you take the word of a lady?"

"Certainly."

"Well, then I am an unmarried woman. Is it not an insult for you to look for a man in a maiden's bedroom?"

"Certainly, *senorita*, provided the man is not some near relative."

"There is no near relative of mine in this house. My father is at the capital. I have no brother. Would that I had to protect me from this indignity!"

This evidently had a marked effect on the man, for after a humble apology he closed the door, and all was still. In a few moments the closet door was opened, and Maria, in a double gown, stood before her lover.

"Get into the bed," she said, "and I will take your place in the closet. When they do not find you in other parts of the house they will return and search this room."

As he stepped out of the closet she was about to go in when steps were again heard without. Maria took the key from the outside of the closet door and put it on the inside, but she did not close the door.

"Have you your pistol?" she asked hurriedly.

"Two of them."

"Well, be guided by what I say to any one who comes to the room."

Fernandez got into the bed with his clothes on and covered himself up. Maria had blown out the candles in the room, and it was dark. She stood within the closet, the door open and her hand on the knob.

Colonel Villiers had sent his men to search the house, and when the man who had failed to search Donna Maria's room returned and reported that he had been prevented from doing so by motives of delicacy for a woman the colonel started at once to make the search himself. But the colonel was a gentleman of France, and the work before him was not to his taste. Going to Maria's bedroom, he knocked at the door.

"Who's there?" asked Maria.

"Pardon me, *senorita*, but I must search your room. I am sorry too"—

"I give you warning," interrupted Maria, "that I will not suffer insult a second time. I have armed myself, and whoever desecrates the privacy of my chamber shall receive a bullet for doing so."

The colonel, though he disliked to intrude upon a woman forcibly, was not afraid of one who opposed him in a masculine way. He opened the door and entered. His figure was plain enough to one in the room, but he could see nothing. He had taken two steps beyond the lintel when a pistol cracked from the bed and he fell in a heap on the floor.

"Quick! Change with me!" cried Maria as she darted from the closet to the bed. As Fernandez passed her she seized a pistol from him and hurried into bed. Fernandez took position in the closet. The exchange had scarcely been made when the colonel's men, having heard the shot, appeared before the chamber door and saw their commander lying in the opening.

"Carry him away," said Maria from the bed. "If any of you approach me I will serve you as I served him."

The men drew back at this. But in another moment one of them asked whether, if they attended to the colonel, they would have to do so under fire.

"So long as you attend to him," was the reply, "you are safe. All I ask of you is to respect me."

At this one of them raised Villiers, who had a bullet in his lung, and, seeing that he was alive, took him up and carried him into another room. Maria called to Fernandez:

"Now is your chance. The men have lost their leader and are busy ministering to him. Go before they again turn to continue the search for you."

"Rather you go before they return for their revenge. I will join you."

"What! You, to whom the church has not united me?"

"We will go to a priest."

"Go, then, I will follow you."

In another moment Fernandez was on a trellis without the window, and Maria followed him. Reaching the ground, they ran among the plants till they made an exit from the place.

A short distance from their starting point was a chapel. On reaching it Fernandez rapped on the door of the priest's house beside it.

"Father," he said, when the priest opened the door, "I desire to be united in the holy bonds of matrimony to this woman."

The pair were admitted and taken to the chapel. There they were married in haste and continued their flight. But there was no necessity for haste. Those they had left behind were too much engaged with their colonel to follow them. They made good their escape, and the next seen of them they were in Madrid.

When Spain was relieved from the foreign yoke imposed upon her by the great Napoleon, Fernandez became prominent in the cortege.

### The Gypsy's Charm

BY CLARISSA MACKIE

Molly Ditson looked out from the farmhouse on the hill, shading her eyes with her hand. She saw a wagon lumbering along the road loaded with camp equipage and human beings.

"I do believe they're gypsies," said Molly.

She watched them till they turned off the road and encamped on the edge of the old field woods.

A man's figure was walking in the road. Molly watched him, too, and saw him stop and look at the gypsies unloading their camp furniture. He spoke a few words to them and passed on.

"Joe Morton," remarked Molly to herself. "I wonder what he said to them."

Molly descended the hill and, entering the wood, saw a gypsy woman approaching her.

The slender, dark-eyed nomad carried a shawl-wrapped bundle that proved to contain a sickly infant. The young mother's sad face brightened when she saw Molly's friendly smile.

"Lady," she pleaded, "my little baby so sick. I can get no good milk. He will die."

"No, no!" protested Molly. "No baby shall starve for milk in Oldfield woods! Sit down here on the leaves, and I will go home and get some milk for you."

"You are very kind, beautiful lady," murmured the weary mother as she sank to the ground and laid the whimpering infant on the soft leaves.

"Peoples say: 'Not give to gypsies, they steal enough!' But lady, my peoples no steal!"

Molly smiled as the woman's head nodded once or twice and then settled into repose beside that of the little child.

"I mustn't tell Hannah that the milk is for a gypsy," she thought as she turned into a steep path that led directly up to her father's orchard. "Hannah does detest the whole tribe, but that baby is starving for milk, and he shall have it. The very idea of refusing milk when Hannah feeds it to the pigs every night!"

In spite of her defiance of Hannah Mix, the elderly housekeeper, Molly was wary enough to approach the milkhouse by the back way. She opened the door and stood within its cool shelter. A little stream trickled under the stone floor, and Hannah had her jars of milk and crocks of butter set in the water.

Molly lifted down a shining pail, filled it half full of rich morning's milk and escaped with her booty to the wood. As she approached the gypsy she noted that the woman was sitting up, wide awake, staring after the disappearing form of a broad shouldered man.

"Who was that?" asked Molly sharply.

"A prince," said the woman, displaying two silver half dollars in her brown palm.

"A prince!" mocked Molly. "That was only Joe Morton."

Fifteen minutes later Molly was bidding the gypsy woman and the smiling baby farewell. The woman carried the pail of milk, and her dark eyes were very grateful.

"Wait, lady!" she called suddenly. And, setting the pail on the ground, she fumbled in her gay calico pocket and finally brought out a little box. From the box she extracted a gold ring, whose sole ornament was an extended hand.

"Wear this ring, lady," said the gypsy solemnly. "Some day will come a handsome stranger who wears another ring like it, and the hands on the two rings will fit together in a clasp. It is a charm



that never fails to work. The handsome stranger will be your husband."

Molly slipped the ring on her engagement finger, kissed the baby and then lifted mirthful eyes to the earnest face of the woman.

"I thank you for the beautiful ring," said Molly sweetly. "But I am never going to marry. What then?"

"You cannot help it, wearing the charm," the woman nodded wisely.

Molly, tucked a silver coin in the brown fist of the baby, and, promising the woman that she would leave another pail of milk at the top of the path on the following morning, they parted.

At supper time the telephone rang, and a merry voice informed Molly Ditson that as this was All Halloween it was proposed that the young people of the neighborhood should descend on the Ditson house for the evening.

"Good!" cried Molly as she hung up the receiver. "Hannah Mix, have you got anything in the house to feed fifty hungry folks?"

"Lord, help!" screeched Hannah, secure in the knowledge that she had a well filled larder. "If they can put up with crullers and cider and nuts and apples I don't care how many there be!"

By 8 o'clock the old house was ringing with laughter and music. Mr. Ditson was playing the violin, while a dozen couples danced in the long dining room. Molly was everywhere at once improvising games for the evening.

Mrs. Oliver Bunce nudged her nearest neighbor as Molly flew past. "It's a wonder Molly wouldn't take up with Joe Morton," she commented.

"Molly ain't never going to get married, so she says," cackled Miss Susan Libby.

"Humph! If I was a girl I wouldn't be putting on any airs about being a man hater, not when there was such a fine young man as Joe. Good evening, Molly. We were just wondering when you were going to settle down and get married," said Mrs. Bunce as Molly paused before them.

Molly wrinkled her pretty nose.

"You know I am going to become a dear, delightful little spinster like Susan

Libby," she protested, dropping a light kiss on the offended Susan's ear.

"Dear, delightful little sauce box!" snapped Susan as Molly darted away.

Joe Morton came along, humming a tune under his breath. He smiled in his large, friendly way upon the two good gossips.

Mrs. Bunce put out a freckled hand.

"Joe," she said, with heavy humor, "Susan and I are wondering when you're going to get married and settle down in that new house you built last spring."

"So am I," was Joe's noncommittal reply, and his dazzling smile took the sting from his answer. He moved away, still smiling and his eyes dreamily fixed on Molly Ditson's, whiteclad form in the distance.

"That's right; follow the butterfly!" muttered Mrs. Bunce darkly.

While the older people discussed neighborhood affairs youth was making merry in the rambling old place. In the kitchen some were bobbing for apples, while others tested fate with melted lead or roasting chestnuts.

Joe Morton followed the lead of his friends and entered into all the games with an amusing gravity. When his dark head emerged dripping with water from a tub, there was a great red apple held in his strong white teeth.

"Joe always gets what he goes after," said Oliver Bunce approvingly.

Joe Morton heard the words, frowned for an instant, then, shaking the drops from his head, smiled grimly.

"If that is the case," he muttered, "I might as well go and get what I want now. This Halloween tomfoolery isn't necessary."

He picked up a towel from the snowy pile Hannah Mix had provided, dried his hair and face and went out of the kitchen into the back porch.

He had noticed that Molly went out that way.

In the midst of the revelry Molly suddenly remembered the milk she had promised the gypsy.

"I shall be so sleepy in the morning I can never get up in time," she thought. "Suppose I slip out to the milk house now and take it to the path! I can be

back in time for the mirror tricks. It's only a quarter to 12 now."

So Molly disappeared from the kitchen and tripped down the winding path that led through the kitchen garden to the milk house. The moon was shining brightly, and the pumpkins were glistening with frost. The little stream murmured its way among the stones.

The moon shone directly through the uncurtained window of the little stone-floored room, and the glistening pails and pans gave back subdued reflections.

Molly reached for a pail and dislodged a great new milk pan. It fell into her outstretched hands, and its shining surface reflected her charming face.

At that very moment a church clock in the village struck the hour of midnight, the magic hour of the entire year for all believers in charms. And who is young that does not believe?

And in that witching instant a shadow stole across the milk pan mirror, and Molly noted with freezing blood that another face was reflected beside her own. A warm breath mingled with hers; there was the not unpleasant fragrance of tobacco; a pair of strong arms encircled her shoulders and two hands clasped hers so that the pan fell clattering to the ground.

Molly stared down at the hands. They were strong and brown and well shaped, and on the little finger of one hand gleamed a small gold ring on which was a tiny left hand—extended as if to clasp another.

And the other ring and tiny hand was on Molly's engagement finger!

What about the gypsy's prophecy and the gypsy's charm?

"Oh-h-h!" breathed Molly suddenly.

"Molly, darling!" murmured Joe Morton's voice.

"Joe!" she cried faintly, and it is significant that she did not withdraw from his embrace. "Where did you get—that?"

She touched the little ring on his hand.

Then he saw the one on her finger and marveled.

"The gypsy woman gave it to me," he admitted. "I gave her a little silver for the kid, it looked so sick, and she—er—

said my future wife would wear the mate to it—and is—she Molly?"

"I am sure she is, Joe!"

And Molly, the man hater, nodded shyly.

So Joe, still reaching long arms through the window of the milkhouse, drew the ring from his finger and slipped it on Molly's left hand. It settled down close to the other ring, and the two hands fitted together and clasped firmly.

And so the gypsy's charm became Molly's betrothal ring. When Molly wanted to return to the house and complete the evening's games Joe held her back for one last kiss.

"I'm going to carry the milk down to the orchard path," he said. "I'm not going to try any more stunts tonight, sweetheart. Fate cannot offer us anything better than we now have, and I couldn't be any happier!"

Molly waved her hand as he strode up the path with the pail of milk, and the moonlight gleamed on the little ring which the gypsy had called a love charm.

### Her Deliverer

BY AGNES G. BROGAN

William Towne when he began to take notice of girls had an idea that love was a kind of disease that came unawares on a person, but which was incurable except by marriage with the object that had excited it.

This idea had never entirely left him. But there comes to every young man a period when he feels the necessity of a home, and he knows that there cannot be a home for him without a wife. Such a period came for Billy.

But he had never become inoculated with love; he had never found his affinity. He was growing out of his youth and longed for a companion and a home, but he still clung to the idea that he must yet meet his mate, that he would know her the moment he laid eyes on her and that the rest depended on him. Romance had not faded with his increasing years, and he still pictured winning his wife by some brave deed.

One day Billy boarded a trolley car bound for the suburbs. When he was about to do so a young lady advanced up

to the steps, and Billy courteously stood aside. She entered the car and seated herself. Billy entered the car and took care to seat himself on the opposite side where he could gaze upon her fair face, for she was good to look upon. She was tastefully dressed, which indicated that she was refined. On the whole, Billy was much pleased with her appearance.

Billy regarded the young lady with admiring eyes from the time they entered simultaneously the trolley suburban. She was such an unusually nice girl. "Nice," in Billy's opinion, was the all embracing word which expressed her. And as they flew on through the ripening fields his fertile mind was busy with possible schemes for making her acquaintance. But the girl's absorbed aloofness forced Billy to abandon these schemes one by one.

She was a most provokingly competent person. The very car windows moved obediently up or down at her touch, and she was supplied with all the evening papers.

"You can meet 'em," mused Billy after another longing glance at the girl's perfect profile—"meet 'em by the score everywhere—dances, dinners, theaters. Some fellow who knows no more of you than your name comes along and says, 'Mr. Towne, Miss Jinks,' and it's all right. But here when the one girl who seems worth while sits before you, your high standing with the syndicate, your natural charms, count for nothing. You just have to let the miles carry her on and on and out of your life."

After which bitter reflection Billy whistled low and sadly.

The girl, whose face had been averted, now turned it about, and there were queer little twinkles at the corners of the long lashed eyes, bent in ostentatious interest upon the paper.

"Jove," breathed Billy, and his heart gave a queer thump, "it's the real thing with me for sure—'love at first sight!'" His destination should have been the stopping point just passed. Billy Towne's business in that place was of some import, but unhesitatingly he remained in his seat. Whether or not Cupid, the unreliable and facetious, should see fit to intervene, Billy determined to give him-

self the rather uncertain pleasure of keeping his divinity in sight until the last possible moment. But what place should he name in asking for an extended ticket?

The girl herself settled the question, leaning forward to speak to the conductor as he came down the aisle.

"Will you please tell me," she asked, and her voice was "nice," too, "how I may best reach the D. and L. railroad station when we stop at Sherman? I am going on in the train to the next town above."

"Certainly," the conductor replied. "Take the short cut across the fields. You'll see the red station roof."

"The same old way?" smiled the girl.

"Same old way," assured the conductor.

Billy knew that short cut too. It led to other routes than the one which the girl was taking. The thick trees would be all red and golden now. It was a very romantic walk.

The girl, alighting with her suitcase, threw back a quick glance of annoyance as he followed her down the car steps. But, swinging his own valise, Billy trudged on in apparent unconcern. He knew that she still came behind him down the narrow path from the constant stirring of the leaves beneath her feet. Ridiculous little boots she was wearing for a rough walk like this, he reflected. Billy wished desperately that he might at least relieve her of the valise, but instinctively he realized the cold snub this offer would occasion. So before him the long path led, brown and dimly, to the red roofed station.

It was all very hopeless. There in that second car he might sit, as before in a seat behind hers to wonder at the soft wave of her hair, the slumbering mirth of her eyes. Billy felt as poetical as unhappy. On behind came the regular rustling of the leaves.

"Of all the fools!" he told himself disgustedly. "Probably she is on her way home to see her husband!"—

Only—again instinctively—Billy knew that she was not. Then the thing happened.

It was the cessation of the rustling

leaves which at first attracted Billy's attention, then a low breathed "Ah!"

Under pretense of securing his handkerchief he placed his satchel on the ground and glanced around.

The girl was standing quite still, her widened eyes staring straight ahead.

In quick alarm, Billy's gaze followed hers. There, between them in the path, his crooked legs bent as if for a spring, crouched a great bulldog. The creature's body trembled with rumbling, growling breaths. His bloodshot eyes looked steadily toward the girl. About his jaws gleamed something white and frothy. Billy spoke evenly.

"Keep perfectly still," he told the girl. "You will be all right."

She seemed almost not to hear him, her eyes still fixed upon the panting dog. Then, with a little inarticulate cry, she turned, suddenly covering her face with her hands as Billy slipped noiselessly forward, his fingers clasping about the dog's throat.

Still with covered face the girl sank down upon a mound of leaves, and when at last she looked about man and dog had disappeared. Slowly the girl went forward, bringing with careful touch Billy's valise to rest close beside her own.

Then she waited.

After what seemed an interminable time she saw him walking briskly and unharmed, brushing the dirt and dust of conflict from his clothing as he came.

The girl put out her hands to him. Speech seemed difficult.

"Oh," she whispered, "it was brave!"

"That's all right," murmured Billy confusedly. "Don't—don't bother about it." His eyes shone with the joyful light of triumph.

"You'll let me go with you now?" he pleaded, and the girl seemed to understand.

"That was a pretty satisfactory introduction," she said.

So on down the glorified path he walked at her side and then, as their train had not yet arrived, farther on, past the sunset woods. Every movement added to Billy's assurance. This was the girl, the one true, only girl! And when they were

later settled in the second car she looked up gratefully.

"How fortunate," she said, "that you happened to come my way! It is for the shooting, I suppose. They do a good deal of that up there in the fall."

"Yes," murmured Billy vaguely, "the shooting. And—you?"

She smiled her incomparable smile.

"I'm to spend a week or two sketching the autumn woods," said Billy. "It is considered good practice for an art student."

She leaned forward eagerly.

"Now, would it not be strange if you were going to stop at Mrs. Parsons' too? Most people do go there. The hotel is so poor."

"Mrs. Parsons'," Billy assured her, "is the very place I intend to honor with my presence during the coming two weeks." Regretfully he left her at the wide entrance to Mrs. Parsons' boarding house.

"I will just stop to make my arrangements," he explained, "and come back tomorrow."

He smiled at her ruefully.

"It's a long, long way to—tomorrow," he said.

Whistling his happiness down the ragged village street, Billy Towne entered the station.

"Say," he asked an amazed agent, "What's the name of this town?"

"Woodbridge."

"Oh! All right. Well, give me a ticket back to Sherman."

"Return?" questioned the agent.

Billy laughed. "You just bet your life," he replied.

Alone through the fields he sauntered back to the trolley, a smile of happy reminiscence fixed upon his face.

Just here she had stood like a startled, appealing child, and there the dog.

Billy paused in his recollections to give a low whistle, and from a distant house came clumsily lumbering a great bulldog. A moment the beast hesitated, its legs doubled for a spring, its body shaking with low growling breaths, then it leaped straight into Billy's arms. Frantically the lathery tongue sought to caress him.

"Here, Kelly," he remonstrated, "cut that out."

Lovingly Kelly gazed through his blood-shot eyes.

"Is that you, Billy Towne?" called an approaching figure. "Sure, Kelly never forgets his friends."

"The poor old boy's asthma seems worse," said Billy. "Doing anything for it?"

"Can't," answered the man. "Saw you go through here this afternoon. Scared your lady friend pretty bad, didn't he?"

"Lady friend!" mocked Billy as he turned away, but he came presently to pat the old dog's patient head.

"Kelly," he said—"Kelly, if it had not been for you today I might have lost my future wife. Any little attention I may have shown you from time to time has been more than repaid."

And a girl with shining eyes and rose-kissed cheeks was unpacking in a country home her suitcase.

"Did you," asked her chatty hostess, "see anything of old Kelly as you came through? That dog, they say, is nearing his end. Many who have crossed the fields will miss him. He always remembers his friends."

The girl laughed softly, and the twinkles deepened in her lovely eyes.

"Kelly started to meet me," she said, "but—well, he didn't get all the way."

### The Budlong Papers

BY ETHEL HOLMES

Mary Hartwell was twenty years old when her mother died. Her father had died several years before, leaving a business much tangled. It had not been settled, and Mrs. Hartwell had not received any regular income from it since her husband's death, though she had been paid from time to time small sums to keep her from absolute want.

After her mother's death Mary proposed to accept the situation of a woman doomed to work for her living and began by closing out the remnants of former times. She and her mother had remained in their home. Now Mary proposed to leave it, and the first thing to be done in preparation was to clear out family belongings that had accumulated for years.

Mary went to the attic and looked about her at the confusion and profusion of miscellaneous articles. There were discarded furniture, pictures, empty picture frames, rugs, fenders and irons—indeed, every conceivable article. There were boxes and trunks, some empty, some half filled, some full. The sight was discouraging, but Mary resolutely went to work to separate the whole into groups to be disposed of in different ways.

In one of the boxes she found some old bedding, consisting of blankets and pillows. She removed them and was thinking that she had emptied the box when, feeling in the bottom, her hand touched a bundle wrapped in paper. Taking it out, she shook off the dust and revealed written on the wrapper, "Budlong Papers."

She had never heard of any one by the name of Budlong, nor had she seen a handwriting like that in which the indorsement was written. She unwrapped the cover and revealed a number of yellow papers. She opened and glanced at several of them, which turned out to be receipted bills. There was also that part of checkbooks which comprised the stubs of checks, a lot of accounts current and some legal documents.

Mary concluded that the papers pertained to the affairs of some one by the name of Budlong and that their value had long since passed away. Rewrapping them, she tossed the bundle on to a pile of papers meant for burning.

That night before going to sleep she fell to thinking of these papers. They reminded her of the ongoing of all things. There had been some one of the name of Budlong whose existence and daily doings were represented by these accumulating records. Budlong, whoever he was, doubtless in due time passed away, the evidence of his existence was transferred from a desk in use and finally found a resting place in the bottom of a box in a garret and covered with wornout bed-clothing. Truly, a tombstone is not the only reminder of one who has lived and moved, earned and spent money on the face of the earth.

The next day Mary turned over the contents of the garret to a dealer in second hand furniture and carried the old

papers down to the furnace for burning. She was about to throw the Budlong papers into the roaring flames when she paused. Somehow she had not the heart to incinerate the remains of the individual's busy existence. Laying the bundle aside, she threw in the other papers, then took it upstairs and put it on a shelf in a closet among articles, the disposition of which she had not decided upon.

Mary had a second cousin, Horace Drummond, who had manifested a fancy for her. Indeed, he had sounded her on the possibility of their joining the current of their lives and fighting the battle of life together. But Drummond had nothing but a meager salary and Mary had already experienced a foretaste of poverty, and, remembering that marriage means a multiplication of articles necessary to comfortable existence, she blocked her relative's way to a proposal.

There was another reason why such a union would not be advisable. Edgar Drummond, Horace's father, was a broken down man of business over whose record hung a cloud. What that cloud was Mary did not know, though she did know that the elder Drummond had been charged by his business partner with having defrauded him, had been put out of the firm and had never since been sufficiently trusted to enable him to gain a fresh start. Horace had been given to understand that the swindle had been on the other side—that the partner had ruined his father in order to secure the whole instead of half the profit on a very valuable purchase the firm had made.

Horace Drummond, having a father to support, was certainly not in a position to marry. He did not know, however, what a deprivation his being unable to do so was to Mary. He was not only acceptable to her personally, but she did not take kindly to living a single life and earning her daily bread. Horace was willing to accept the responsibilities that would accrue to him, but Mary gave him to understand that so long as his father was an incumbrance on him it would be unwise for him to take a wife.

Mary, who had been well educated, secured a position as a teacher and settled down to the work of instructing children.

Horace visited her occasionally. When two persons desire to marry and are prevented by obstacles in most cases either the obstacles are removed or they marry in spite of them. Naturally both Mary and Horace looked forward to a day when they would be able to marry with a fair prospect of providing the necessities required, but the prospect was not encouraging.

One evening Horace called on Mary and seemed very much aggrieved. He said that the transaction on account of which his father had been unjustly disgraced was turning out to be immensely profitable. Mr. Drummond was entitled to one-half of the proceeds, but there was no prospect of his ever being vindicated, to say nothing of reaping his legitimate profits.

"Just think," said Horace ruefully, "had it not been for the rascality of old Haskins you and I could now be married and living in clover."

"What was the nature of the transaction?" Mary asked.

"It was a patent right. The patent was offered to the firm of Drummond & Haskins by the inventor. My father approved of it, but Haskins declared that he would never put money into a patent right. Father was informed by the inventor that another party had agreed to furnish the money needed for introduction and development. Haskins was away at the time. Father assumed the responsibility of buying the right for the firm. When Haskins returned he claimed that father had used the firm's money for his own individual purposes, which was embezzlement. Father had taken the preliminary steps in his own name, but had made the contract in the name of the firm in duplicate, one copy for the firm, the other for the inventor. Haskins got hold of the preliminary agreement and the contract. He withheld the latter and produced the former, which alone laid father liable criminally."

"What became of the contract drawn for the inventor?" asked Mary.

"He died while the trouble was first broached. Father asked his widow for it, but she fell under the influence of Haskins or probably was offered an inducement

ment to withhold it. Father's lawyer got out a search warrant to look for it, but the woman must have been warned, because all her husband's papers had been removed from the house."

"It seems to me," said Mary thoughtfully, "that my father had something to do with that matter."

"Your father and mine being cousins and very fond of each other, it is quite likely. Father has told me that your father learned where the papers had been hidden and got possession of them, but he did so illegally and was obliged to hide them to avoid being prosecuted criminally. It was intended that when he could do so in safety they would be produced. But when the time came they were not in the hiding place where they had put them. He believed that someone in Mrs. Budlong's interest had stolen them."

"Budlong!" said Mary. "I have seen or heard that name somewhere."

"Possibly you heard your father mention it when talking of this matter."

During the rest of Horace's visit Mary could not get the name Budlong out of her head. She went to bed that night trying to remember when and where she had known it. So intent on it was she that she remained awake till she heard the deep tones of a town clock strike the hour of midnight; then suddenly she remembered the Budlong papers.

Throwing off the covers, she jumped out of bed.

Mary had packed a trunk of odds and ends that she did not care to part with and had carried them away with her when she left her home. Having now but one room, this trunk and the one used for her clothing were kept in it. Lighting a lamp, she opened the trunk first named and, getting out the bundle of papers, opened it and spread the contents on the table. By 1 o'clock she had opened and read many papers. A few minutes after 1 she opened one which proved to be a contract for the sale of certain patent rights to the firm of Haskins & Drummond.

Mary went back to bed, but not to sleep. She could hardly wait for day to come, so eager was she to carry the news to Horace that she had found the missing contract.

The next morning Horace Drummond was awakened by a maid, who informed him that Miss Hartwell was below and wished to see him on a very important matter. He arose, made a hasty toilet and went down to the living room. There stood Mary with beaming eyes holding out to him a paper. As soon as he had read enough of it to realize what it was he sprang forward, clasped her in his arms and covered her face with kisses.

It was some time before Horace could bring himself to a condition of quiet to listen to the story of the Budlong papers. Indeed, he only received at the time a meager account, so eager was he to carry the news to his father.

How the papers came to be in the box in the garret, whether Mr. Hartwell placed them there and forgot having done so or whether some member of his family, having come upon them, tossed them into the box, not knowing what they were, was never explained.

Haskins was prosecuted by Drummond for conspiracy, but the charge was withdrawn in settlement of the ownership of the patent right, three-quarters of which went to Drummond. Horace and Mary were married, and the groom's father settled a fortune on his son and his son's wife jointly. Mary says that a case of father-in-law is by no means to be dreaded.

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### A Deserter

BY EDWARD B. TAPPAN

One morning in 1863, when the Confederate and Federal forces were fighting in Virginia, a rawboned man in butternut entered the camp of a regiment of Tennesseans and said to an officer he met:

"Cap', when you uns goin' to fight the Yankees?"

The officer was passing on when the man in butternut called to him.

"Say, cap! I want to enlist."

"Who are you, and where do you come from?" asked the officer, mollified at the prospect of a recruit.

"I'm Ben Riggs, and I hail from Tennessee."

"Tennessee? This regiment is from Tennessee."

"Waal, thar's whar I hail from. Some Union men driv' me out. I come over the mountings fo' to jine this yere army."

Riggs was enlisted and turned over to a drillmaster. After three days' hard drilling the sergeant went to the captain and reported that it was simply impossible to teach the Tennessean the manual of arms. When he had taught him a movement the recruit would forget it while he was teaching a second one. He seemed to be anxious to become a soldier, but had no capacity to learn anything. The sergeant was told to do the best he could with him and turn him into the ranks for service.

The first night Riggs was sent out on picket he fired his gun and came running in full tilt, alarming the whole picket line. Supposing him to be a coward as well as stupid, at the next brush he was put in the front rank, but he stood up well, proving conclusively that he was simply stupid.

Riggs' stupidity was of the kind to cause trouble. He went one day to the brigade commander and asked him if he had any tobacco. The general sent him with a note to his captain, ordering the officer in future to keep "this fool away from these headquarters." This mortified the captain, and he put Riggs in the guardhouse. The colonel, hearing of the episode, directed the captain to release Riggs, since there could be no criminality attached to the act of a "blamed fool."

After this the captain spent most of his time thinking how he could get rid of Riggs. He tried surreptitiously to have him transferred to another company, but the plot was discovered and failed. No other company would have him. Then one day Riggs met the division commander and told him he thought he would like a position on his staff. He was sent back with a reprimand for his captain for not better instructing his men in the proper relation of a soldier to his commander.

The captain now vowed that he would get rid of Riggs if he had to shoot him. Whenever there was a fight he put Riggs right in the middle of it, but somehow the stupid fellow escaped, while the best men were being shot down. After a

week's exposure of Riggs the fighting suddenly ceased.

Then no sooner had Riggs got himself furbished up than there was to be a grand review, at which he placed his captain again in trouble. Passing the reviewing officer he swung his gun in the air and sang out:

"Three cheers for General C.!"

Riggs' captain was desperate. He formed a malicious resolve. He would put the fool in the position of a deserter and get him shot. He told Riggs one morning that the Yankees were offering bounties as high as a thousand dollars to any one who would enlist. It might be a good move for Riggs to desert, go over to the Yankees, and enlist and bring back the bounty.

"By jing," exclaimed the dunce, "that 'ud be a good idee! I could set the hull company up with that."

The captain offered to connive at his desertion. He took Riggs out on the picket line and told him to run for it. The captain had arranged that the deserter must pass through a narrow defile between two low hills, at the farther end of which were posted two men who had been instructed to arrest Riggs and bring him back to camp. His trial and execution would speedily follow.

Riggs triangulated his long legs so rapidly that when he met the men who were to arrest him somehow he couldn't stop. They attempted to head him off, but he had got by them before they reached his path. They fired at him, whereupon he turned, shot one with his musket and the other with his revolver and sped on. If he was stupid he was certainly quick, but quick for the first time in his life.

"Well," said his captain, "I'm rid of him, though I fear he's really fool enough to come back. However, if he does he'll be shot for desertion."

But Riggs never returned. On reaching the Federal pickets he asked to be taken at once to the headquarters of a certain General.

"Hello, Baker!" exclaimed the General. "You back! I thought you'd got hanged by this time. Hope you've got a lot of information."

"I have, General. I enlisted in the



rebel army as a Tennessean—I didn't say from East Tennessee—and proved so stupid that they wouldn't keep me."

"Well, what are they doing over there?" asked the General.

"Stonewall Jackson has been withdrawn from the Shenandoah valley and is marching toward Richmond. What he will do there I couldn't find out, but all the scattered forces are ordered to join Lee, and it looks as if there was to be a concentrated attack on McClellan."

"Good for you!" said the General.

### Forbidden Fruit

BY WILLARD BLAKEMAN

My father died when I was 12 years old, leaving me a good property in the care of my uncle, John Brough. His name should have begun with a "G," for he was the gruffest spoken man I ever knew. I was sent to boarding school till I was 17 and then to college. Upon graduating I received a letter from my guardian uncle to come to his house.

When I reached it, leaving the auto in which I arrived with my hand baggage, I saw looking at me through an upper window a young girl evidently about 17, the sweetest face I had ever seen. I was thrilled at the idea of being in a house with such a lovely creature, being of an age to be easily struck by a pretty girl.

On entering the house I saw another face, the antipodes of the first. It was that of my uncle. His face was square, his mouth curved down at the corners, his eyes set deep in his head and overhung by beetling brows.

"How old are you?" was his first remark to me.

"I will be 22 next September."

"By the term of your father's will you are to have \$10,000 the day you are 22 years old; \$20,000 the day you are 25, and the balance when you are 30. In the matter of marriage, you can't take a wife of whom I do not approve. You may live in this house with me as long as you like, but I have a warning for you. I have a ward who has been left in my care by her father who was a bosom friend of mine. He left her a fortune with the

provision that she should not inherit it if she married without my consent, and her father charged me to bring about, if possible, a marriage with a young man who is part owner in certain property which will fall to her. I care nothing about the wife you select except this girl. In her case it is hands off."

With the last words my uncle looked at me so savagely that I believed if I married his ward there would be infinite trouble. This gave me deep concern, for it struck me that the girl I had seen at the window was this same ward, by whom I was already stricken.

My uncle's bark proved worse than his bite—that is, on all subjects except my interfering with the plans laid down for his ward. Of course the forbidden fruit was altogether too tempting for me, and I soon learned that she had received a warning similar to mine, which had a like effect on her. But our guardian seemed singularly obtuse to the interest with which I and Edith Sterling inspired each other. At any rate, he made no effort to prevent our being much together. We drove, played tennis and rode on horseback together without a word of remonstrance from him. Edith and I talked over his action, or, rather, want of action, and came to the conclusion that since by the terms of our inheritances he held the whip hand of us he did not propose to interfere with our temporary relations. When the time for action came we would feel his power.

When September came and with it a legal age for me I received \$10,000 of my estate. Nothing could have been more adverse to the plans laid down for me and Edith Sterling. The possession of this money brought with it an added temptation. I sounded Edith to learn if she would give up her fortune for me and this first payment of my patrimony, which, if I defied my guardian, was all I could hope for. She was not only willing, but eager to do so. I should not have permitted this, but I was young and deeply in love. Indeed, I felt guilty in having suggested such a thing, and found it difficult to look my uncle in the face. This feeling was enhanced from the fact that his harshness was all on the surface,

and was often used to render more effective certain bursts of humor.

Well, the inevitable result of putting two youngsters of opposite sex under the same roof forbidding them to love each other, followed. One morning I took Edith out to ride, and driving to a town across the border of the state we were married. I telegraphed my uncle of the fact, and awaited his reply. It was very short, simply, "Shall expect you for dinner." "Which means," I said to Edith, "if you, too, choose to give up wealth for love, it is no concern of his."

We reached my uncle's house half an hour before dinner. He was not at home, but expected soon. When he arrived he found us in the library waiting for him. He shook hands cordially with me and kissed Edith, then led the way into the dining room.

The moment we entered it both Edith and myself were astonished. It seemed to have been set for a wedding feast. A bottle of champagne was in a cooler beside my uncle's chair and as soon as we were served with food it was uncorked, and our glasses being filled my uncle raised his glass.

"To the folly of youth," he said. "Those who put you two under my management found one who, understanding these same follies, has been well able to carry out their designs. This marriage was planned for you long ago, and when I consented to be your guardian I consented only on condition that I should have my own way as to bringing you two together. Had I told you that you must marry, you would have turned your backs on each other. When I told you you should not marry, with the penalty of each losing a fortune, I drove you into each other's arms."

### A Way Around an Obstruction

BY ESTHER VANDEVEER

A young man called at the office of Jenkins & Jenkins, attorneys, and was shown into the private room of the senior partner.

"Ah, Mr. Quimby," said the lawyer, laying aside some papers on his desk and turning his revolving chair sideways, "please be seated."

The young man took a chair beside the desk. The lawyer continued:

"I have sent for you, Mr. Quimby, to ask your assistance in a very important matter which concerns clients of mine. A gentleman is very ill and desires to see his daughter married, believing he will not recover. The young lady's heart is set on a certain man. Maidenly modesty prevents her proposing to the young man, and he has not proposed to her. Meanwhile her father is urging her to marry before he dies. The young lady has appealed to me to find some way out of her difficulty. I have suggested that she marry some one who it is to be understood will part from her immediately after the ceremony and who will agree to a divorce so soon as her father dies. The family is wealthy and will pay liberally for the loan of a husband. Would you consider an offer?"

The young man thought before making a reply, but finally said:

"I myself have set my heart on a certain girl. She is or will be wealthy, and, strange to say, her father is very ill, the same as in the case you mention. Unfortunately I have nothing except a small salary. If I could get a thousand or two in this way I would be emboldened to propose to the girl I love, but I don't know whether she would have me. However, I would not be any worse off than I am now if she refused me."

"You would be \$10,000 better off," said Mr. Jenkins.

"Ten thousand!"

"I am authorized to offer you that sum."

Mr. Quimby debated with himself whether or not to accept the offer. What deterred him was that he feared the girl he wanted would not marry a divorced man. Mr. Jenkins said that of course that was a matter in which he had no concern and Mr. Quimby must decide it for himself. Mr. Quimby said that he would take the matter into consideration, but the lawyer objected, saying that, owing to the fact that the father of his client was very low and possibly his life might be saved by the sentiment of the matter troubling him, an early answer was desired. He offered \$20,000 if Mr.

Quimby would give an immediate consent. This settled the matter, and the lawyer handed the young man a contract to read.

"This is not signed by the lady," said Mr. Quimby after having perused the document.

"I will bring her here, and she will sign it in your and my presence."

"Very well," replied Quimby, "but there is one thing I should like to have put in the contract—that no one except the bride, her father and her attorney shall know of this marriage. I prefer to make it known to the lady I wish to marry at such time as I may select."

"Certainly," replied Mr. Jenkins, and he added the clause to Mr. Quimby's satisfaction.

The lady was phoned for, and while she was on her way the groom to be asked the lawyer when the wedding would take place. Mr. Jenkins gave him to understand that he could talk that matter over with the young lady when she arrived. Mr. Quimby was evidently much wrought up by the plunge he was about to make and walked the floor nervously. Presently the door was thrown open and an office boy announced a lady.

He was directed to show her in. A few minutes elapsed, during which Mr. Quimby kept his eyes fixed on the door. Then a young girl entered, blushing and smiling.

"Agnes!" cried the young man in astonishment.

"Yes, Tom—Agnes."

"Oh, Agnes, I was intending to do this to make a raise to offer myself to you not temporarily, but for good!"

"Why did you intend to make all this trouble? If you wanted me, why didn't you tell me so?"

"But it seems that you wanted another fellow."

"He hasn't asked me."

Agnes was smiling, and a grin overspread the face of the attorney. Tom Quimby began to understand.

"Well, then, Agnes," he said, seizing the contract and tearing it into bits, "I'm yours if you want me."

"How about the girl you were to marry after the divorce?" she asked, looking at him archly.

"Since you are the girl there's no need of bringing up that matter."

"My friends," interposed the attorney, "I have other matters requiring my attention, and I don't see that I can be of any further service to you. I give you this room for a conference, however, and you will doubtless succeed in conducting the rest of the case yourselves."

After a brief interview the young couple drove to the lady's home, and she took her fiancée up to the sickroom. A clergyman was called, and the twain were made one in the invalid's presence. The dying man did no dream that he was under obligations to the ingenuity of a lawyer to do away with the supermodesty of his daughter and her lover for seeing her married before his demise.

### Playing with Edged Tools

BY BARBARA PHIPPS

"Sallie, you are the most incorrigible flirt I ever knew."

"I am no such thing."

"You have no conscience."

"I have as much conscience as you."

"I think I can prove that you haven't. Here comes my classmate Jim Emerson. We haven't met since commencement day, when we parted to go to our respective homes. I'll introduce you to him as my wife. You will show your want of conscience by making him act dishonorably to his friend. You will weave your web about him, and when you have entangled him you will send him off with a broken heart."

This little dialogue occurred between Charles Waterman and Effie Meriweather, an engaged couple at Geneva, Switzerland. Waterman was to start for America in a few minutes. He had scarcely time to speak the words "broken heart" when Emerson came up to him, and the two men greeted each other heartily.

"I am awfully sorry to meet you just as I am starting for home, Jim," said Charles. "Let me present you to Mrs. W. She is going to remain abroad a few months. Going to stay here awhile?"

"Don't know. Reckon so."

The introduction was made, Charles gave his fiancée a parting kiss, got into

the vehicle bound for the station and left her on the hotel porch with Emerson. Waterman was very proud to have won the pretty coquette from a host of admirers whom she had brought to her feet and had sent them off to "get over it," which she declared they would do in a few months, if not a few days. Instead of blaming her want of feeling for his rivals it only served to cause him to put a higher value on himself. She had engaged herself to him; therefore he felt perfectly safe. The others she claimed she had never encouraged. Charles believed her and really in his heart had no doubt that she was perfectly honorable. They had been engaged a good while and as soon as they were both again on the other side of the Atlantic were to be married.

Waterman was delayed in London. His fiancée wrote him there upbraiding him for introducing her as his wife and accusing her at the same time of being capable of so bare an action as to win his friend for the purpose of throwing him over her shoulder. But she said nothing of having disabused Mr. Emerson of looking upon her as Jim's wife.

Waterman in due time sailed for home. A month after his arrival he saw in a list of passengers arriving by a certain steamer the name of his friend Emerson. Charles wondered what the upshot of his introduction of Jim to his fiancée had been. If nothing had occurred between Jim and Effie, Jim had doubtless obtained Charles' address from her and they would soon meet.

Several days elapsed and Jim did not put in an appearance. Charles chuckled. The dear girl had been at her old tricks. And yet he regretted that he had exposed his old friend to her wiles. "However," he thought, "he'll get over it like the rest of them. After my marriage with Effie I'll get him to dinner and we'll all be corking good friends. Effie will console him with one of her girl friends."

Effie wrote a brief letter from Genoa, stating that she was about to sail for New York. The letter came by the steamer on which she sailed. The first thing Waterman knew of her arrival was through a telephone message from her.

She explained his not having heard from her in time to meet her at the dock. He said he would call at once to see her.

When he reached her he was about to take her in his arms when she drew back, saying, "Wait a minute; I have something to say to you."

"You remember," she proceeded, "that you introduced your classmate, Mr. Emerson, to me, accusing me of being so base as to make him act dishonorably toward you."

"I remember," said Charles.

"Well, I yielded to the temptation so far as to keep the secret of our only being engaged."

"Of course you did, you little humbug, and proceeded to captivate him."

"I'm afraid I did act something like that, but I found him too honorable. I brought him down in one way but not in another. He refused to go back on you."

"Good for Jim!"

"Well, considering that he fell in love with me he found it hard to tear himself away from me. We saw a great deal of each other at Lucerne, and he joined our party to visit other places. One day I asked him if he would consider it dishonorable to you to take me away from you if I were only engaged to you—not married, you know."

"What did he say to that?"

"He said he wouldn't take me away from any one, but if I were free to marry and would marry him he would consider that he had a perfect right to marry me."

"Oh, he did, did he?"

"Yes, and I then told him that introducing me as your wife was only a pleasantry of yours."

"And he proposed to you, I suppose."

"No, he did not. He said that if there was any proposing between him and me it must come from me."

"I see, and that ended it."

"No, I proposed to him. Don't take on, Charlie. You'll get over it. I hope we shall always be friends."

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### The White-haired Stranger

BY ALAN HINSDALE

Luigi Carrano, a young officer in the Italian army, was so expert with the foil

that he was detailed for duty at the Prætorian camp near Rome as a teacher of fencing.

Luigi loved and was beloved by Bianca Cellini, a younger daughter of a nobleman. The Cellinis were of better blood than the Carranos, but there were a number of girls in the family to be married off, and on that account Luigi was accepted as a suitor for Bianca's hand. Her father was dead, and her brother, Ricardo, was the acknowledged head of the family.

Not long after the betrothal between Luigi and Bianca Jose Herrera came to Rome from Madrid. On account of his wealth he created quite a sensation in society at the capital. When he saw Bianca he straightway fell in love with her and made application for her to her brother. He was informed that the girl was engaged, but he determined to have her in any event. Ricardo was always in want of money and found a ready lender in Herrera. In this way the latter placed the former so heavily in debt to him that he found little difficulty in forcing him to enter into a plot with himself to get rid of Luigi. Between them they worked up a case against Luigi of complicity in a conspiracy that was unearthed about that time to dethrone the king of Italy and declare a republic. Their written evidence was forged, and their principal witness was paid a large sum for his testimony. But Luigi was not able to prove this. He was degraded from his rank in the army and imprisoned in a fortress for a term of years. Since Bianca could not marry the man she loved, she was finally persuaded to wed the Spaniard, who carried her away to Madrid.

A dozen years passed. One day a man with a white beard and hair, whose other features indicated that he was prematurely old, appeared in Rome. A man named Roderigo Sanci, a man of good family, but whose poverty had prevented his taking his place in society, was sitting at a restaurant table on the sidewalk in the Piazza Colonna, when the white-haired stranger passed him and stared at him. Sanci naturally returned the stare. The stranger asked why he was thus stared at. Sanci replied by asking a like question. The stranger, taking up a wine-

glass from the table before Sanci, threw the contents in the latter's face.

The next morning two parties came together in a desolate place on the Campagna. Sanci and the stranger fought with swords used by officers of the army, and Sanci was killed. The skill displayed by the stranger was considered remarkable.

Within a few days after this affair Ricardo Cellini was sitting with some friends in the Pincian gardens when a man with white hair and beard approached him and said:

"Good afternoon, Signor Cellini."

"You have the advantage of me, signor," replied Ricardo, regarding the other curiously.

"But I know you, and I know you to be a liar and a coward."

Cellini flushed and half started up, as if to attack his accuser.

"Do not exert yourself here among your friends. If you have any message for me it will reach me at No. —, Via Nazionale."

With that the stranger withdrew.

It was impossible for Cellini to retain his social position in face of such an insult without resenting it, and he sent a friend to negotiate with the white-haired stranger. The latter refused to give his name, and had it not been for the gravity of the charge on this account Cellini would not have pressed the matter. There being no choice for him, he agreed to a meeting at a point on the Janiculum hill above St. Peter's. He fell before the steel point of his adversary.

The stranger was now recognized as the man who had killed Roderigo Sanci, and people began to wonder who would be the next victim of this remarkable fencer. But after the last duel he disappeared and never was seen again in Rome.

Jose Herrera at this time was a widower. Whether his wife had learned of the way by which he obtained possession of her or on account of his cruelty to her, she died within a few years after their marriage. One day Herrera was walking on one of the streets of Madrid when a man with white hair and beard obstructed his path. Herrera shifted aside; the white-haired man did the same.

"Get out of my way!" said Herrera to him.

"I was once in your way, and you forced me out of it, and that, too, by dishonorable means. This time you can force me to let you pass in one way only."

"What is that?"

"Promise to meet me tomorrow morning at sunrise at the spot usually selected for the settlement of difficulties between gentlemen and you can pass."

"Who are you?"

"I will tell you after it has been decided which of us is to die."

By this time a number of persons had collected, among them several who knew Herrera. He agreed to the meeting and the next morning he received his quietus at the hands of the unknown stranger.

As he was dying his opponent bent over him and said:

"I am Luigi Carrano."

### What Brought Her Home

BY ETHEL HOLMES

John Cook had been married ten years, during which time, except the first few months after the wedding, he had never been away from his wife for more than a few days at a time. But after ten years' living together there came a brief separation. They had not been able to go to the country during the summers, for John's income would not admit of an outing. But all of a sudden his business sprang up, and when August came around it was decided that Mrs. Cook and the children had better spend a few weeks in some rural district where there was pure air. John could not leave his business, which was increasing every day, so he packed them off without him.

Mrs. Cook had exacted a promise from her husband that he would write every day. The first day after her departure he kept his promise. He wrote the following brief letter:

DEAR ELLLEN—I hope you and the children arrived safely. It's very hot here, but I presume you are rejoicing in cool breezes. I dined in a hurry last night at a restaurant and went back to the office, where I remained until 11 o'clock. I am obliged to work nights in order to keep up with the rush, so you see that I haven't much time to spend writing any letters that don't pertain to business. Ta ta. Kiss Tommy and Nellie for their

AFFECTIONATE FATHER.

"That," said Mrs. Cook, "looks as if he were very busy and that the children are the only ones who can draw from him any expression of affection."

The next day Mrs. Cook looked for another letter from her husband, hoping that it would be signed "Your affectionate husband" instead of "The children's affectionate father." But to her surprise no letter came, nor did she receive one the day following, nor the next nor the next. It was not till a week after the arrival of the first letter that another came. This one was as overflowing with affection as the first was devoid of it. Its beginning was as follows:

DEAREST NELL—It is three days since I have seen your dear face or kissed your sweet lips. It seems three years—no, not years, ages. If ever I get back to you I vow I will never consent to be separated from you again. Last night I wrote you twelve pages, which, I presume, you have by this time received and digested. Yours written yesterday is here, and I have read it a dozen times already. I woke up in the middle of the night and got up to read it again.

Mrs. Cook had read thus far when she stopped and shuddered. What did this remarkable burst of affection mean? The newspapers had noted that the thermometer in the city had hovered around 98 degrees and that the humidity varied between 90 and 100 degrees. There had been many cases of sunstroke, and several persons had been made insane by the heat. Could it be that her husband had been thus affected?

The letter trembled in her hands as she read on. Skimming over a lot more of this "incoherent nonsense," as she called it, the letter closed:

With a million kisses, your own true love, JACK.

What caused the greatest fear in Mrs. Cook's breast was the fact that there was not a word about the children. In this epistle there was surely no reason to be jealous of them. But if he had forgotten them his delirium must surely be terrible. What should she do—telegraph him to ask if he had been sunstruck? That, of course, would be absurd. She might inquire of others, but when she came to think over her husband's intimate friends she remembered every one of them was out of town. Besides supposing there was nothing the matter with John, or suppose—she wilted

at the thought—that he had written another woman while writing his wife and got the letters in the wrong envelope? No. Whatever she did she must keep the matter from the world. There was but one thing for her to do—go home.

In an hour after this decision she had left her children in care of the landlady and taken a train. She arrived in the city before dark and drove directly to her house. She found the front door unlatched and entered. The table was set for dinner for one in the dining room. She ran upstairs and saw her husband in his bed-

"Why, I was so crowded with business that I had no time to write. I found in your desk a bundle of my old letters to you, written when we were first married. I thought I'd make them do while you were away."

It was now Mrs. Cook's turn to look shamefaced.

"Do you mean," she faltered, "that you ever wrote that—that kind of a letter to me?"

"Loads of them. And got the same kind from you."

"Oh, John, I was afraid"—



SEEKING HEALTH AND PLEASURE AT HOT SPRINGS, ARK.

1. Bro. and Mrs. H. Fisher, Div. 78; 2. A. Winterhalter and wife, Div. 78; 3. F. H. Buehler and son, Div. 865; 4. Bro. J. E. Rout, Div. 78; 5. G. W. Barrows, Div. 738; 6. L. Atkins, son of Bro. Atkins, Div. 865; 7. C. Ryan, Div. 78; 8. E. Corrigan, Ass't G. C. E.; 9. Bro. Brown, Div. 219.

room tying his cravat before a mirror. He turned and looked at her in astonishment.

"Great heavens! What brought you home? Anything the matter with the children?"

Mrs. Cook, by this time convinced that the letter she had received had been written to another woman than herself, drew it from her bag and handed it to her husband. He looked at it, and a singular, shamefaced expression appeared on his countenance.

"Who is the woman?" cried Mrs. John.  
 "My dear, did this bring you home?"  
 "It did."  
 "Thank heaven!"  
 "What do you mean?"

"Afraid of what?"

"That you had been made mad by the heat."

### Not Alarmed at Strikes

The editor of the Springfield, Mass., *Republican* is of the opinion that strikes are logical, that epidemic of strikes is nothing but the manifestation of organized labor's jealous care for its own interests in a period peculiarly disturbed and overwrought by reason of world-wide economic stresses and strains. It is a time when to an exceptional degree both employer and employee need to employ the processes of frank understanding and conciliation with the one purpose of doing justice."—*Weekly News Letter*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be published with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### The Wonder Wrought

Somehow, the sunshine seems a little brighter,  
And fraternal handclaps are a little tighter,  
And the spirits of all seem a little lighter.

At work and play;

Since we have heard the echo bounding,  
Through vales, and over the mountains sounding.  
The news so joyful, and quite astounding.

Of the Eight-hour day.

Let us doubly profit, in work and leisure,  
Be as keen for duty as for pleasure,  
Then will we reap the fullest measure,  
Of good, alway;

Thus will the promise we oft have spoken  
Of better service, remain unbroken,  
That we may spread by that same token.

The Eight-hour day.

While on prosperity's wave we're riding,  
And the storms which threatened are all subsiding.

With gratitude in our hearts abiding,

Have praise for they

Who sailed our ship through storms, ne'er quailing,  
Though capital, pulpit and press assailing,  
While to the masthead our banner nailing

The Eight-hour day.

Ah! well may labor join in cheering  
Her valiant leaders, while clouds are clearing,  
And freedom for all her kind is nearing,

For the way they fought;

And history, in song and story,  
Will praise their deeds, till time is hoary,  
And marble perpetuate their glory.

And the wonder wrought.

T. P. W.

### Who Are the Really Loyal?

HOUSTON, TEXAS, May 1, 1917.

EDITOR JOURNAL: I once heard a story about an old negro, who, when advised by his landlord that crops looked awful "grassy" and needed work, and hinted too much time was being given to preaching,

replied he was not preaching, "just 'zortin' in'." When asked to explain the difference between preaching and exhorting, he said, "When youse preachin' you fines yersef to de tex; when youse 'zortin' you kin branch off."

I am going to do like the old negro, "branch off" on to more than one subject in this letter.

First of all things I wish to pay tribute to the Chief Executives of the four train organizations for the splendid manner in which they handled the recent eight-hour move. While they deserve every good thing that may be said or done, the glory is enough for all "and then some."

I would not take any deserved credit from a single member of any of the organizations, nor would I have anyone think I have any personal cause to believe all are not equally loyal to their respective organizations and the cause for which they were contending; but "the proof of the pudding is the chewing of the bag," and those Brothers who failed to be advised that the strike had been postponed forty-eight hours and who were placed on the "firing line" were not found wanting, and I wish to pay the highest tribute at my command to each of them. They are what I call loyal men and true, and it affords me much pleasure to doff my hat to each and every one of them.

I cannot understand why or how any member should have opposed the eight-hour move after it had been so overwhelmingly approved by the rank and file. The President of this United States advocated it, and said it was not to be arbitrated. Congress endorsed it and passed a law regulating its enactment. We have been striving for years to obtain it, and have been taught since the early part of the fourteenth century, "eight hours for work, eight hours for the service of God and eight hours for sleep;" hence the move is nothing new—it is as "old as the hills." Let us hope, as Brother Carter said, "that we are witnessing the dawn of a new day," and that the day is not far distant when no one shall work in excess of eight hours out of twenty-four.

When I read in the press the day following the adjustment of pending differences, the "glowing tribute" paid the



Conference Committee of Managers for their manifestations of loyalty in averting the strike by yielding to the demands of the men, and assigning as a reason the sinking of three American vessels by the Germans, it sounded preposterous, and I am inclined to believe that the more rightful cause can be attributed to the fact that the men who had not yet been officially advised that the strike order had been extended forty-eight hours from original time set for same, walked out to a man and tied the roads up, and at points where the companies had proclaimed to the world "our employees will remain loyal to the company." That very act should forever dispel the claims that the organizations were not in earnest and that they will not walk out, if need be, to accomplish an end of justice. The loyalty of those men, in my mind, had a great deal more to do with bringing about an immediate settlement than the sinking of the three American ships.

Speaking of loyalty, it might not be amiss to go over the last four years' conferences and find out who has been the most loyal—the carriers or the men. In the 1913-15 concerted movement, after a strike seemed imminent, the carriers called for the Government representatives. The men were not a party to the calling, but finally accepted the plans submitted for a settlement by the Government's representatives, while the carriers rejected the same. This is loyalty number 1. In the 1916 concerted movement the men accepted the propositions suggested by President Wilson, while the carriers rejected them. Loyalty number 2. Congress and the Senate passed the Adamson law. The men accepted it, the carriers rejected it. Loyalty number 3. The carriers fought the law in court and lost, consequently there was no other resource but *to be loyal*. The men accepted every suggestion by the Government's representatives, while the railroad companies rejected every recommendation, defied the President, and attempted to repudiate the acts of Congress. Then talk about loyalty!

Why can't the press be fair? Why charge the men with almost treason under these circumstances, and laud the op-

position? For God's sake, are they throttled by the carriers, or are they naturally opposed to working men and women of this country and the rights of labor? Something is radically wrong somewhere when a lie suits better than the truth. Has there ever been a time since the beginning of this movement for an eight-hour day that President Wilson was not assured by the men through their representatives, that, in the event of war, whether a strike was pending or actually in existence, the men would be loyal to the "Stars and Stripes" and return to respective positions, and if need be would sacrifice home and loved ones in defense of this country? Has the Conference Committee representing the other side done more, or even as much?

Loyalty indeed! Watch and see who will go down in the trenches; who will make the personal sacrifices; who will endure the hardships of warfare. See who will listen to the whistling of bullets and hear the sound of shot and shell and witness the death-dealing work of the cannons and see comrades fall by their side, yet falter not, holding the defense of this nation paramount to all else, even at the sacrifice of life.

Since war seems inevitable at this time, the question of financing the same is an important one, and in view of the fact that the working class have no money, and are the ones who will do the fighting, it is but fair that the capitalist and the corporations meet the financial end of the burden and already the laboring people are petitioning Congress to that end, so future generations may not be burdened with a large war debt. This is a deserved move and it is but fair that if the poor do the fighting, the rich should be made to foot the bill.

EIGHT HOURS.

### Pension Funds

EDITOR JOURNAL: We all note with considerable satisfaction the handsome sum that has accumulated in the Pension Association.

The members that were optimistic enough years ago to insist on having a pension of our own, and the few who staked their dollars in the beginning to

start the thing along, have a perfect right to wear a very broad smile, because we were told repeatedly by many of our wise ones, that it "never would work," but it is here, and working and doing quite well, thank you.

Since the treasury balance has reached the six figures, we frequently hear comments made about cutting down the assessments, increasing the monthly sums paid to our pensioners, and stop the payment of the monthly dues of those who are on our pension rolls. Before we attempt to make any move that will retard this splendid growth let us stop a moment and do a little reasoning, as I am sure that no member would intentionally injure the association in any way.

The way to find out how wealthy we are, is not by looking at the \$400,000 in the quarterly report, but divide that amount by the number of members.

Let us return to the quarterly report of March 31, 1915. At that time we had a membership of 3,316, and a balance in the treasury of \$104,391.10. This would make an undivided interest of about \$31.10 per member.

The next report is not at hand, but the report of September 30, 1915, shows a membership of 5,041, with a bank balance of \$159,134.09, a per capita interest of \$31.03.

Although we had a gain of nearly 2,000 members, and a gain of \$50,000 in the sum total, we have a loss in the per capita of 7 cents in six months.

The report of January 1, 1916, shows a membership of 5,515, and a balance to the credit of the Association of \$187,681.69, making a per capita interest of \$34.03, a gain of \$3 each.

The report of April 1, 1916, shows a membership of 6,268, and a balance to the credit of the Association of \$220,977.39, making a per capita interest of \$35.30.

The report of July 18, 1916, shows a membership of 9,935, and a balance to the credit of the Association of \$264,592.96, making a per capita interest of \$26.63, a loss of nearly \$9 each in three months.

The report of October 1, 1916, shows a membership of 10,243, with a balance to

the credit of the Association of \$325,791.23, a per capita interest of \$31.80, a gain over the previous quarter; but as yet we have not reached our former mark of \$35.20.

The report of January 1, 1917, shows a membership of 10,442, and a balance to the credit of the Association of \$380,046.36, a per capita interest of \$36.39, another slight increase.

The report of April 1, 1917, shows a membership of 10,669, and a balance to the credit of the Association of \$439,084.62, a per capita interest of \$41.04, a nice gain over any previous report, but still a small amount to have invested in an institution of this kind.

From the viewpoint of one who has watched the child since it was born, and analyzed each report, the Association is not at the present time in a financial condition that would stand any lowering of assessments, or increasing of benefits. So take it easy, Brothers, and don't try to eat it because it looks good—give it a chance, and later you will come to see the wisdom of having done so.

H. E. Fox, Div. 273.

### Home Guards and Other Matters

GOODLAND, KANS., May 1, 1917.

EDITOR JOURNAL: As we understand it, the cognomen of "Home Guards" is usually applied to such engineers as have displayed a marked ability for keeping out of trouble and consequently have had experience on but one railroad; however, none are exempt from mistakes, and since a slight one might cause any of us to lose our position we should deal kindly with a Brother seeking a situation, or with him after he has found one; and those familiar with conditions to which he is strange should render all assistance possible. Complaints are sometimes made that this is not done, and in seeking a solution of this seemingly unbrotherly conduct, it is quite common to hear a complaint that the "Home Guards" are indifferent to a "New Man," which at times may be the case; but it has been the observation of the writer, who has worked with many hired engineers, that this condition is frequently brought about

by a new man trying to create the impression that his experience, which was gained by being discharged from several roads, should brand him as more competent than those who have gleaned their knowledge on one road, and since it is a well established fact that an engineer who can run a locomotive successfully in one place will have little difficulty doing so elsewhere, this self-asserted superiority is not conducive to gaining good will or friends. While my experience has been limited in some respects, I have held a railroad position in more than twelve different States, and have found Brotherhood men generally willing to lend moral as well as more material aid to the newly hired engineer.

We are pleased to note a growing interest in the subject of increased membership, but regret to observe the long list of expulsions published in our JOURNAL, and since a large per cent of these are due to failure of meeting financial obligations, it seems the institution might lessen this long monthly list by reducing the cost of membership. While this list may be augmented by some who are responsible for the unfortunate condition, it is almost a certainty that lack of sufficient income causes part of it. The advent of heavy power has reduced the earning capacity of many Brothers, and as stated in a former article, it is my firm belief that those who fortunately have a steady income should willingly bear the principal financial burden, and our laws be amended to provide for such a situation. On several occasions I have advanced the idea that it would be advantageous to have our General Chairmen represent their constituents at future conventions, and have scanned the pages of our JOURNAL for comment, favorable or otherwise, but it seems the proposition is not seriously regarded by JOURNAL writers, as of late others have made no mention of the matter, and silence on this question of those who advocate increased membership is rather hard to account for since the adoption of this plan would save us about eighty thousand dollars per year, which if rightly applied would do much to increase our membership, and as far as we have been able to observe there has

been no argument presented to indicate that the adoption of this idea would be a disadvantage.

Yours fraternally,  
J. L. BOYLE, Div. 422.

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### To the Living Flag

Can it be that thou insensate art,  
Oh flag, so loved and cherished  
That armies countless thousands strong  
Have fought for thee and perished?  
That armies countless thousands strong,  
By thy dumb call elated,  
Again would spring to arms for thee,  
Though knowing death awaited?

Nay, quivers life through every fold,  
Each wave and undulation  
That measures with its rise and fall,  
The heart-throbs of a nation,  
Aye, in thy folds, a century old,  
A century's life is surging,  
And over all waves a clarion call  
To blood that needs no urging.

Life thrills thy red, in courage bred;  
The purity of thy whiteness;  
Thy field of blue, in truth's own hue;  
Thy stars of dazzling brightness;  
And courage, truth and purity,  
Thus in thy colors blended,  
Have fired the hearts and nerved the arms  
Which have thy cause defended.

So, children of the men of old  
Who first unfurled to glory  
The beauty of thy stars and stripes,  
Now famed in song and story,  
To save the flag their blood baptized  
When we were born a nation,  
We pledge our life blood and our sons,  
In solemn consecration.

—MRS. CHAS. M. HARRL,  
Council Bluffs, Ia.

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### The Closed Shop

BUFFALO, May 1, 1917.

EDITOR JOURNAL: It is presumed of course that what we mean by the closed shop is that all men running locomotives must belong to the Brotherhood of Locomotive Engineers, if they are to receive the support of that organization. How that much desired result is to be brought about is a question, but there is every reason to believe that there must be some effort expended on our part, aided by a disposition to yield by the other side, when shown that it is best for all directly concerned that all engineers should be in one organization.

By dividing the engineers as at present, the power of the leading force in the or-

ganization of train service employees is weakened, the effect of which is more or less general among all train employees. It is no idle boast for us to claim to be the senior organization, and the leading one as well. Boasting of any kind doesn't get very much but a lot of well deserved ridicule; at the same time there comes a time when we must assert our position, and state any facts that may be truthful and necessary for the advancement of ourselves and those of our craft in the broadest sense.

We will meet the issue squarely by saying that every man who is running a locomotive should be a member of the B. of L. E. If we had arrived at the point where there was no room for further progress, then indifference might be to some extent excusable, but there is so much to be done for the betterment of the men who are to run the engines of the future, that they should center all their strength into one great organization that results may be gained with the least possible friction, completeness and dispatch.

We cannot expect to accomplish anything worth while by just wishing, or merely discussing the question. We must make a definite effort; must organize a working force in every Division composed of men suited for the work of setting forth the advantages to be gained for all by every engineer becoming enrolled under the banner of the B. of L. E.

The railroads would profit in the better service that will result when the lines of duty between the apprentice and the instructor are restored to normal, but we need not expect any aid from that source, nor do we need it for the advantage of all pulling together is plain enough if we only bring the facts to bear on the men who are not in a position to know it, as well as we.

It may be necessary to wait until the next convention before any general plan can be put in operation, but in the meantime it would be highly creditable for some Divisions to take time by the forelock and work out a plan of solicitation that would be effective. This could be used at the next convention as a model of procedure, thus doing all the experiment-

ing before the convention, which seems to be the proper thing to do.

So begin right now. Formulate some plan and send into the Grand Office the report of your success; thus may we learn the most effective methods for increasing our membership which would be useful in guiding the action of the next convention.

Yours fraternally,

CHAS. HILTON.

### Reducing Delegates to Conventions

ARGENTA, ARK., April 24, 1917.

EDITOR JOURNAL: Some of my brother engineers have requested me to write a letter to our JOURNAL discussing the subject relative to reducing the number of delegates to the G. I. D. Convention.

At our last convention a resolution was adopted instructing our Grand Office to take a referendum vote of the membership regarding this matter, and if the members voted in favor of a reduction of delegates then the First Grand Engineer would form the Divisions into groups of two, the oldest Division in each of these different groups would represent these two Divisions at our next convention in May, 1918, and the junior Division would represent both Divisions in 1921; the exception to this rule being that all Divisions having a membership of 200 members or more would each have a delegate to *every convention*.

Now, Brothers, you can readily see how manifestly unfair this would be. No matter if you had 199 members and \$1,000 in the treasury (like we have), you would be allowed to send a delegate only once in every six years.

We had too many delegates at our last convention, I will admit, and our Grand Chief was largely responsible for it, too. Just listen and I will tell you why? Years ago the law required each Division to pay their own delegate; however, if they did not feel able, on account of small membership, to send a delegate, they were allowed to be represented by proxy.

Then in later years our Grand Chief recommended that all Divisions send a delegate and we pay them out of the grand treasury. Well, you know what that meant.

Then our Grand Chief recommended the whole matter be placed before the entire membership for a referendum vote. I know our Grand Chief is a very able man, yet he is only human, hence will make mistakes just like the rest of us.

However, I cannot vote for a reduction of our delegates in the manner prescribed in this letter, and I hope the membership will vote this proposition down and send your delegate instructed to vote for a law allowing any Division to be represented by proxy. I wish also to advocate that when the Divisions are voting for officers for their Divisions they also will be required to vote whether they will send a delegate to the G. I. D. convention or be represented by proxy. Yet I deny the right of the convention, or the membership as a whole, to decide whether a Division shall send a delegate or not, when that Division is willing to pay the freight. I represented my Division in the G. I. D. convention in New York City in 1886, and have represented it a good many times since then, and I want to go to several more conventions, as I am a young man yet. I am local chairman for my Division and these conventions are very instructive for committeemen. Now I hope some of our members will at least read this letter and give us your views in the JOURNAL so all our members will be able to vote intelligently.

Yours fraternally,

A. M. MACHIN, G. C. of A., Mo. R. R.

### What Labor Wants

COLUMBUS, May 1, 1917.

EDITOR JOURNAL: "Labor does not want charity, nor pity, nor coddling," declared Warren S. Stone, Grand Chief of the B. of L. E."

The above quotation is part of the report of Dante Barton, Secretary of the Committee on Industrial Relations, and it sounds the keynote of the attitude of labor today before the world. The employing class have sought to enlist support to their side of the question by a fake benevolence in the giving of bonuses and other baits to the employee, but labor is getting wise by experience, and is just

beginning to learn that capital, in doing these things, is not moved by any interest in labor whatever, excepting to the extent it can be exploited for the benefit of capital, and that the apparently benevolent features in the shape of pensions, bonuses, profit-sharing schemes, etc., are merely means by which to bind the employee to conditions which are in the main unfair to him.

A fair field and no favor is all the workman asks for, and that much he is entitled to and will insist on having.

W. D. HAMILTON.

### In Favor of General Chairmen for Delegates

CHRISTOBAL, C. Z., April 13, 1917.

EDITOR JOURNAL: I was much interested in the article by Brother J. S. Boyle in the March JOURNAL, in which he calls attention to the enormous cost of our conventions, also suggesting a remedy for that fault by having laws passed that would make the chairmen of our General Boards of Adjustments our legal representatives at all conventions in the future. There is no question about the great reduction in cost this plan would bring about, and it is just as reasonable to expect good results in the way of legislation, for the smaller body would be easier handled and more efficient. We choose our best men to represent us on our general boards, then why not also have them represent us at our conventions?

Fraternally yours,

GEO. BROWN, Div. 756.

### Pull Together

HAGERSTOWN, MD., April 25, 1917.

EDITOR JOURNAL: On page 207 of the March JOURNAL, Brother G. W. Smith calls attention to some things it would be well for all to heed, as they bear on increase of membership, a very important thing with us today. It may not be possible for all members to attend Division meetings as often as they should, but those who cannot attend can do a whole lot of good work toward adding to our membership by showing to the younger men, who have not yet joined us, the benefits to be gained by doing so. It may

seem to them that they can do as well by staying out, as the young man doesn't always look far enough ahead, but we know that the condition of the engineer can be much improved in every way, and this can be best brought about by all engineers worthy of the name being lined up together in the ranks of the B. of L. E.

I am in favor of the closed shop and hope that by next convention, or very soon after, it may become a reality and everyone of us should do everything in our power to bring it about.

I would also like to say a word for the pension. No man can tell nowadays, with the big engines we have, how soon the doctor will tell him he is no longer fit to run a locomotive, and the assurance that you will be able to draw a pension after that time comes is a great consolation to you, and if you are so fortunate as not to need it until you have reached the age limit, you will have the satisfaction of knowing you had helped others who did need it. This is the real brotherly spirit, and it expresses the sentiment that should exist in every fraternal order if it would be successful. Yours truly,

J. E. MOSER, Div. 233.

### Reduce the Number of Expulsions

ST. ALBANS, VT., May 6, 1917.

EDITOR JOURNAL: I am very much interested in the statements of Bro. G. W. Smith of Div. 56, relative to increasing our membership. It is a matter we have very much neglected. Brother Smith calls attention to the Firemen's successful campaign for new members, and I will say that if they have succeeded so well, perhaps it is partly due to their having a smaller expulsion list. We must not only try to gain new members, but we should also arrange so they can be retained. The latter feature of our organization has been neglected. An expelled member is not likely to feel kindly toward the B. of L. E., and no doubt there are many such who have been permitted to be dropped out whom we had better have retained in the Order. We should take some steps immediately toward correcting regulations that cause the loss of so many members that could easily be left

within our ranks. It would be better for them and better for all if that could be done.

Bro. J. C. McClelland, of Div. 325, by his letter in May JOURNAL seems to think I was advocating a plan which looked like trying to get something for nothing. My suggestion in April JOURNAL was that after a Brother has been obliged to draw one-half of his insurance then his premium on that half be canceled.

My other suggestion was that if after a Brother who is a pensioner dies, his pension should fall to his widow or dependent children. That is not a demand for something for nothing, in either case. When I try to induce Brothers to join the Pension Association, they will ask me "What will my family get out of it if I should die after being a member for 10 or 12 years?" If we are going to protect our family by insurance, why not by our pension also? I would like to hear from others on that point.

Fraternally yours,

M. F. DOMEY, Sec. Div. 330.

### Relating to Pension

PRINCETON, IND., May 6, 1917.

EDITOR JOURNAL: I have read letters of T. P. W., of March JOURNAL and Bro. H. B. Evans, of Div. 383, of May JOURNAL, in regard to our pension laws, and as pension secretary of Div. 343 I come in contact with a great many Brothers who are interested in our pension laws. I don't believe these Brothers go far enough in their views in regard to the age limit. I am like T. P. W. I would make active members at the age of 60 and nonactive members age 65; for what road in the country would give a Brother engineer a job at the age of 60 years? He is totally physically disabled so far as getting a job as engineer is concerned. An engineer of today breaks down quicker than 35 years ago, as the mental and physical strain is greater now.

Brother Evans, I will go you one better and make the pension compulsory under 50 years of age. Our compulsory insurance law makes it the best insurance in the world today. The report in May JOURNAL shows that we have 69,091 insured

members, and we will say 50,000 of them under 50 years of age, and if a compulsory pension law were in effect, and the average dues were \$1.50 per head, we would have \$75,000 per month going into the Pension Association, and that would mean something. I also think it would be possible if the pension is made compulsory, that if a Brother belonged five years or more and should pass away, his pension could go to his wife as long as she remains his widow; in case she remarries it should go to his dependent children, if any, until a certain age.

What has made our Pension Association a success so far is volunteer membership, and how much better it would be if it were compulsory. We have now \$439,084.62 in bank after all pensions and debts are paid. We paid pensions to 465 Brothers in the month of March, amounting to \$10,900.00 and we put in bank \$59,000.00 for this quarter, so you see if it was compulsory we would be more than able to take care of a Brother that was down and out, or his widow or dependent children.

I hope to see a law passed at the next convention making our organization a closed shop. A compulsory pension law and a Widow and Dependent Children law, so Brothers get in out of the rain as you cannot tell where or when lightning will strike. We may be all right today, tomorrow an invalid, and the younger you are the less it will cost, and the longer you belong the more benefits you draw. The Pension Association has come to stay, so put your shoulder to the wheel and do your part for the benefit of your widow or dependent children who may need the help of the pension some day.

Fraternally yours,

E. J. SMITH, Ins. and Pension,  
Sec. Div. 343.

### Show Them

OMAHA, NEBR., May 3, 1917.

EDITOR JOURNAL: I have read with interest and pleasure the letters from different writers about the increase in membership of late. While there has been some increase, I don't think it is near what it should be.

Now that the eight-hour question has been settled to the satisfaction *surely* of the young runner, and having the best and cheapest Life Insurance, the best and cheapest Accident Insurance, and the best Pension plan in the world, as well as many other benefits, it seems strange we do not get a greater increase in membership just now. It may be our own fault in not properly presenting the matter to the younger men, for I don't think any man who is a man will run an engine on any railroad and accept the benefits that the Brotherhood has got for all engineers without paying his part, if the situation is clearly explained to him.

Now, Brothers, if you all get busy and make an effort to get the eligible men on your Division to join us, I think you will be surprised at the result. Division 183 started a campaign for new members the first of the year, and we initiated eight and reinstated one the first quarter, and we have initiated five and reinstated one in the month of April, and we have good prospects for several more. I find that a little quiet talk with some of the young non-brotherhood men does a lot of good. Hoping to hear favorable report from others.

Yours fraternally,  
JOHN GLYNN, Sec. Div. 183.

### Don't Knock the Non-Member

PITTSBURGH, PA., May 7, 1917.

EDITOR JOURNAL: I was instructed and pleased by many things in the May JOURNAL. I was especially gratified in the perusal of "Suggestions" by Bro. E. A. McConnell, of Div. 287. I know Brother McConnell as well as Scotty Briggs knew Buck Fanshaw: I "know his back." In the years 1900-1901, he and I had charge of about the toughest proposition in the shape of a passenger run ever scheduled on the Pittsburgh Division of the P. R. R., but I look back upon these as among the happiest days of my existence. Brother McConnell is a born railroader, at least he always seemed to grasp the right idea at the right time. With the same apparent intuition he seems to grasp the Brotherhood questions also.

Brother McConnell's letter expresses a little surprise that so many locomotive

engineers do not seem to appreciate the full value of our beloved Order; however, he loses no time in railing and upbraiding, but with characteristic cheerfulness and benevolence, the Chief of Div. 287 accepts the task before us, that of convincing the rank and file that within the Brotherhood is the only honest and at the same time the most effective place to criticise and work. In other words, an engineer cannot remain out of the Order and accomplish anything for his class, and a member cannot stay away from his Division and accomplish anything for the Order.

Brother McConnell's father is an engineer, and many of his blood on both sides of the house have followed the same calling. Whether that explains his almost faultless intuition as a railroad man, and a Brotherhood man, I will not attempt to say. However, realization of his hope for 100 per cent membership is "a consummation devoutly to be wished."

Before closing I wish to say to Bro. H. B. Evans, of Div. 283, that our Pension laws do contain this wise provision, that "No member shall receive a pension until he has been a member thereof for one year," Sec. 3, page 102. But within the sixty months referred to this first year of membership is included. That is, eligibility to the \$25 rate does not begin until one year after the date of your certificate, but your right to the \$30 rate does begin five years after the date of your certificate.

Faternally yours,  
J. C. McCLELLAND, Sec. 325.

### The Personal Relation

BUFFALO, N. Y., May 4, 1917.

EDITOR JOURNAL: Since the eight-hour movement has been successfully disposed of, we read much from the theorists favoring the side of capital, on the causes of so much unrest of late among the railroad employees, and some of these theories are amusing to the men who have ever been on the firing line between capital and labor, particularly in railroad work.

The aforementioned wiseacres have discovered that the cause of the unrest among railroad men is due chiefly to the

absence of "closer personal relations" between the employer and the employee. By "closer personal relations" is no doubt meant a situation permitting a more direct personal contact between the employer and the workman, particularly in their dealings with each other regarding wages and conditions of service.

We have worked under those conditions, thank you. We have seen the personal relation so close that there was the most direct contact between the officers of the company and the men; yes, we have distinct recollection of the effect of that contact, for while searching the country for a job have had ample time to reflect on the promptness at least with which a man can be separated from his job under a system of that kind.

If it was a good plan for the companies they rode it to death, for it is surely dead beyond resurrection this side of the grave.

The B. of L. E. doesn't look good to the pro-railroad press, and when they sympathize with the railroad man because of the expense necessary to support it, they are handing us the shallowest kind of deceit.

No, gentlemen, the "personal contact" in the old days was too close. We prefer to have the B. of L. E. between us and the railroad, not only as a business agent, but largely because it serves as such an effective buffer to prevent that too direct "personal contact," which some modern theorists profess to, but don't believe it is responsible for the great unrest in later years among railroad employees.

Yours fraternally,  
CHAS. HILTON.

### Economy or Progress?

BUFFALO, N. Y., May 1, 1917.

EDITOR JOURNAL: With the approach of convention time, there is a renewed interest in the matter of reducing representation at our conventions. None of the contributors to the JOURNAL columns seem wedded to any particular plan as yet, but are offering their views in the form of suggestions. Well, it is a matter that will need a lot of consideration if it is to be done in a way to not cripple the organization, and it may not be possible



to reduce representation without suffering a loss in some respect that will more than outweigh the small economy resulting from the "penny saved."

There are some who may prefer to hang on to their dollar, who pin their faith to the old saw, "The bird in the hand is worth two in the bush," but that philosophy doesn't apply in this case, for there are more birds than two in the bush; in fact the number depends much on ourselves, and on the united front we present when making demands for conditions of betterment; so it would seem that increasing our membership at the present time is a more urgent matter than the adoption of any penny wise policy of reducing expenses. Fraternal yours,

M. M. HANNAN.

### Graded Assessments and Closed Shop

LITTLE ROCK, ARK., May 5, 1917.

EDITOR JOURNAL: This grand old organization for the past fifty-two years has been battling for a living wage, and better working conditions for its members, under the banner of the open shop, and has been reasonably successful, but under the changing economic conditions of the past twenty years who can say that we can continue to ignore the closed shop principle that is now in successful operation by the leading trade unions of the United States?

To be successful a trade union must be thoroughly organized, just the same as a well organized and disciplined military establishment, and like the army must have the power of the selective conscription principle so as to draft into the organization those persons who do not belong, and who are reaping benefits they have not contributed to in any way.

The generosity that we have heretofore shown in allowing outsiders to partake of all the privileges that we have fought for, and paid for, appeals to our better natures, but sentiment can no longer be an excuse for our not exercising a certain amount of enlightened selfishness, which after all amounts to altruism.

I believe that the above idea is taking a deep root in the minds of the rank and file of this organization, and I would not

be surprised to see our next convention take some decided steps in that direction.

In furtherance of this move, I take pleasure in indorsing a plan by Brother Boyle, of Div. 422, wherein he proposes creating three classes among the membership for the purpose of assessing dues and assessments for raising revenue to run the organization. I really don't think it fair to the individual or the organization that a man out of employment, or on the extra board, should practically be under obligations to pay as much dues as a Brother making \$200 per month. This relief to the extra man and the Brother out of employment would pave the way to a 99 per cent membership. There would then be no excuse for anyone not coming in.

If every Division would do as Div. 182 has, I believe it would bring the membership above the 80,000 mark. This is the plan: Appoint a special committee to interview every engineer not a member, and after a certain time write a personal letter to each non-member, pointing out the great benefits that he would receive by coming in the order, and the value of his membership to the organization.

Whether the proposed plan of Brother Boyle's, of grading the assessments, would be practical, or whether our convention would look with favor thereon, is another question, nevertheless I believe that it would be just and fair.

There are many good engineers in the country who have dropped out of the B. of L. E. for one cause or another, who cannot get back on account of the age limit, and I believe it would be a good policy to change the law so that these former Brothers could come back with the understanding that they could not take out life insurance, pension or any like benefits, except that they be allowed to join the weekly indemnity, in which they would be just as good risks as much younger men. They would be better in than out!

There was quite a strong sentiment at the last convention favoring a law of that kind, and a resolution was introduced providing for such a change, but it failed to pass.

In winning out on the eight-hour law,

the four Brotherhoods won the greatest victory known in the history of labor. The greatest danger we now have to fear is that the victory gained may make us too radical. It is one thing to have the power of a giant, but another to use that power wisely. Fraternally yours,

ROBT. HERIOT, Div. 182.

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**Bro. J. G. Trouslot, Honorary Badge**

NEWTON, KANS., April 14, 1917.

EDITOR JOURNAL: Our worthy Chief Engineer, Bro. J. G. Miller, recently presented Bro. J. G. Trouslot, of Div. 252, with the honorary badge of membership in the Grand International Division. Our veteran has not been well for several months, and being unable to come to the Division a number of the Brothers and their wives visited him at his home, where the presentation was made.

Bro. J. G. Miller made the presentation of the badge with a very neat speech, which was fittingly and feelingly responded to by Bro. Trouslot. His surprise was a genuine one, as he had no knowledge of application having been made for the badge, which he thought could not be obtained without his knowing something about it, but Mrs. Trouslot furnished all the necessary information to secure the badge.

We all spent an enjoyable evening together, and hope to see Brother Trouslot in good health and back on his run very soon.

Yours fraternally,

I. G. REES.

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**Bro. George Horning, Div. 338, Retired**

BAY CITY, MICH., April 2, 1917.

EDITOR JOURNAL: Bro. George Horning, of Div. 338, was retired from active service on March 31, 1917, on a pension, he having reached the age of 70 years.

Brother Horning was born in Guelph, Ont., March 31, 1847, coming to Michigan in the fall of 1869, where he did his first railroading in the spiking gang on the G. R. & I. R. R. After about six months he went braking on the J. L. & S. R. R. Early in 1870 he went firing an engine in construction work building on what is now the Mackinaw division of the Michigan Central Railroad, and was promoted in 1872, doing his first running on the

very engine he began to fire on. This engine was named the "Manitou." Brother Horning was in active service continually from the time he was promoted until retired. He was on freight but five years, the rest of his long career being spent in passenger work, and let it be said to his credit that during all his long service not a passenger or trainman was injured through his fault.

Brother Horning has been a life-long member of the Brotherhood, having joined Lester Div. 304, at Saginaw, in June, 1886, after which he, with 14 oth-



Bro. Geo. Horning, Div. 338

ers, was transferred by card to Div. 338, which was organized March 28, 1871, at Bay City, Mich. He carries the B. of L. E. insurance and is also a member of the Pension Association.

Brother Horning is enjoying excellent health in spite of his 45 years on an engine, and is planning to spend his winters in the future in California, which will be a relief from the severe winters of Michigan, which he has so long endured.

Brother Horning is to be congratulated on his long and creditable career, and his many friends here and wherever he is known wish him many years of happiness in his retirement. Fraternally,

J. E. PORTS, Div. 338.



Bro. E. A. Baldwin, Div. 693

### Bro. E. A. Baldwin, Div. 693, Retired

NEW ORLEANS, LA., April 19, 1917.

EDITOR JOURNAL: Brother E. A. Baldwin celebrated his 70th birthday on the 28th of February last, and the members of Division 693 gave a banquet in his honor on that occasion. The banquet was largely attended by his many friends and co-workers, and during the festivities the veteran was presented with a pair of gloves, each finger of which contained a five dollar gold piece, as a token of the esteem in which he was held by all present.

Brother Baldwin was born in Reading, Pa., in 1847, beginning his railroad career in 1861, as machinist helper for the W. & A. R. R. Co., at Atlanta, Ga. In 1864 he commenced firing on the same road between Atlanta, Ga., and Chattanooga, Tenn. From 1870 until 1872 he was engineer on the Brunswick and Albany R. R., out of Brunswick, Ga. In 1876 he was on the Chicago & St. Louis R. R.,—now Illinois Central—and from 1883 to 1884 on the Illinois, out of McComb, Miss., and later in the employ of the Y. & M. V. R. R. for eleven years, filling various positions, such as roundhouse foreman and general foreman at New Orleans terminals.

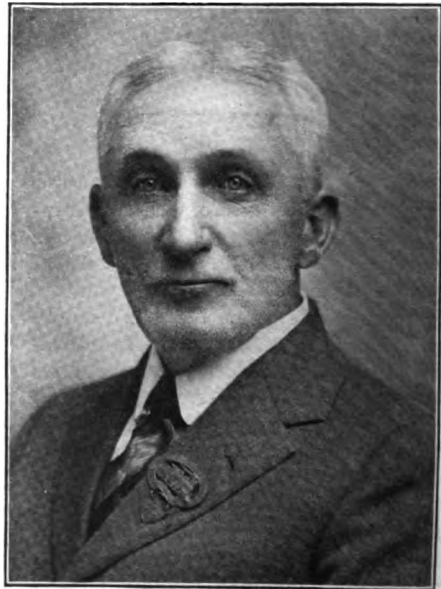
Brother Baldwin was placed on the pension roll of the Illinois Central R. R. on March 1, 1917. He has been a member of the Brotherhood for 35 years, and is at the present time a member of Div. 693, and his many friends wish him the best of everything that will make his retirement a happy one. Yours fraternally,  
A MEMBER OF DIV. 693.

### Bro. C. F. McComas, Div. 568, Honored

DENNISON, TEXAS, April 9, 1917.

EDITOR JOURNAL: On Saturday, March 31, 1917, Choctaw Div. 568 gave a banquet in honor of Bro. C. F. McComas, at which time he was presented with the badge of honorary membership in the Grand Division of the B. of L. E.

Brother McComas was born at New Richmond, Indiana, May 14, 1850. He went to Sedalia, Mo., March 5, 1871, taking a position as timekeeper in the office of the master mechanic, Mr. C. F. McElvaney, father of the present mayor of Dennison. Brother McComas went firing on February 22, 1872, making his first trip with Reuben Wells as engineer on engine 17, on a passenger run between Sedalia and Parsons, Kansas. He was promoted to switch engineer on September 28, 1873, going into road work in



Bro. C. F. McComas, Div. 568

March, 1876. Brother McComas ran south out of Dennison until 1882, when he was made roundhouse foreman, later going back running an engine, running north out of Dennison on a regular passenger run on the Choctaw Division, which he has held ever since, and is still in active service.

Brother McComas has had an enviable record as an engineer, is enjoying good health, and the spirit of youth is yet strong within him. It is the wish of every member of Div. 568 that he may live long to enjoy the honors he so well deserves, which have been thrust upon him, and there are hosts of other friends who echo our sentiments in that respect.

We all desire to thank our chief, Bro. Sid Armstrong, whose interest in the Division is always uppermost in his mind, and through whose untiring efforts and the hearty co-operation of the Ladies' Auxiliary, the banquet at which our veteran Bro. C. F. McComas was the guest of honor was such a complete success.

Fraternally yours,

A. H. ROTHMYER,  
Sec.-Treas. Div. 568.

### A Hopeful Sign

EDITOR JOURNAL: It is indeed a hopeful sign of the times that the pro-railroad press, which has so bitterly assailed the Brotherhoods during the past year, is advising the railroads to reduce, as much, and as soon as possible, the number of hours men in train work are compelled to be on duty.

This should not be misconstrued as evidence of a change of heart on the part of these publications, but rather that they are unable to restrain themselves longer from recommending a policy that they know will be so far-reaching in its effect for good.

If the railroads will profit by that good advice and take time by the forelock, it will occasion much surprise, for history shows that putting off until tomorrow that which they are not compelled to do today has ever been, and is yet the orthodox policy of the railroads, the result of which is seen in the legislation, which, in the interest of the public and the railway employees has been so often forced upon these corporations in the past. It has ever seemed that the plan of the railroads, in not voluntarily putting into effect reforms so clearly beneficial, was based on a desire to maintain a counterfeited attitude of being much imposed upon, of having financial burdens forced upon them by the public for which reparation could be expected in advanced rates, reduced taxation or consideration of some nature within the power of the state or government to grant. Perhaps that pol-

icy has been a paying one, and it is safe to assume that if it still pays it will be faithfully adhered to, but the echoes from the railroad press very wisely suggest that the railroads in the near future of their own accord gather up the ragged ends of present day railroadng and establish the service on a basis more consistent with the general uplift in industrial and commercial progress of the times.

Perhaps the sounds we hear are false alarm, but they have the ring of good advice, for as sure as night follows day, the railroad train service employees are not going to permit the employers to impose hours of service upon them as in the past without a united protest, so it would be well for them to take heed of recent experiences, profit by its lessons and start a reform in the direction of shorter trips for trainmen, and do it now.

It would be more creditable as well as profitable for the railroads to do so voluntarily, and the act would go a long way to modify the present militant attitude of capital and labor toward each other, besides which, being a change of their own choosing, would likely be more satisfactory to them than one that might later be forced upon them through legislation, or in some other way. JASON KELLEY.

### Railroad Men's Home

HIGHLAND PARK, ILL., May 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended April 30, 1917:

G. I. A. DIVISIONS.

Div.  
60..... \$18 00

#### SUMMARY.

Grand Division, G. I. A. to B. of L. E.....	\$ 1233 20
Grand Division, O. R. C.....	360 83
Grand Division, B. of L. E.....	51 40
Grand Lodge B. of L. F. & E.....	40 00
B. of R. T. Lodges.....	36 00
O. R. C. Divisions.....	12 00
L. A. to O. R. C. Divisions.....	10 00
G. I. A. to B. of L. E. Divisions.....	18 00
Employees of the Illinois Northern Railway, Chicago, Ill.....	14 00
Miss Helen A. Ballard.....	5 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lust, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
C. W. Herbert, Div. 608, B. of R. T.....	1 00
	\$1784 43

#### MISCELLANEOUS.

One dozen pillow cases, seven bath towels and roller toweling, from Div. 23, L. A. to O. R. C.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Early June

Oh, blossoms that peep in the hollows!  
 Oh, grasses that spring on the lea!  
 Oh, dear little twittering swallows!  
 You're bringing the summer to me.  
 Oh, winds blowing warm from the Southland!  
 Oh, patter of soft falling rain!  
 There's a charm in your magical hand  
 To waken the summer again.

Oh, streamlets that flash in the sunshine!  
 Oh, blue of the far-reaching sky!  
 Oh, willows that bend to the vine!  
 You're saying that summer is nigh.

—Selected.

### June

June, the month of roses, brides and sweet girl graduates, has arrived. Usually the sweetest month of all the year, bringing with it joy, peace, flowers and sunshine. This year we greet it with serious faces, hushed voices and a feeling that we are facing grave responsibilities.

We are feeling the effects of high prices for all commodities, and sacrifices must be made.

We are giving our young men to go forth, at our country's call in the cause of humanity, and our brave women of the railroad fraternities, I am sure, will do their part by economizing in every way necessary that we may help feed the starving women and children of other nations. The following article by Mrs. Wilson Woodrow in the *Cleveland Leader* impressed me greatly, and I want to pass it on to my Sisters who read the JOURNAL:

#### WOMEN OF AMERICA, WAKE UP

The day of the feminine drone is passing—is passed.

She never had very deep roots in our soil, but now she is being recognized as a weed and uprooted from our gardens. There is no place for her in this big, different world which has changed so fast and so entirely.

Only a few years ago it was not good form to be serious. Socially, your business was to add to the gayety of nations. Now it shows the worst possible taste to be flippant and frivolous.

Today, in every country on the globe your business, socially and economically and humanly, is to conserve the material resources of your land and maintain its spiritual ideals.

We Americans possess a splendid heritage, the most lofty ideal that the mind of a race has ever conceived—democracy. The determination that "government of the people, by the people and for the people shall not perish from the earth" is born in us, a part not only of our souls but of our blood and bone and flesh.

#### Executive Council Meeting

As is the custom the Executive Council met in the city of Chicago, in April, to compare the Auditor's report with the books of Grand Secretary and Grand Treasurer, and to transact such other business of the Order as was referred to them by the Grand President. Every member of the Council was present and remained until the session closed. They are as follows: Mrs. W. A. Murdock, Chicago, Ill., Grand Pres.; Mrs. M. E.

Cassell, Cleveland, O., Grand Vice-Pres.; Mrs. Effie E. Merrill, Chicago, Ill., Grand Secretary; Mrs. J. G. Bailey, Buffalo, N. Y., Grand Treasurer; Mrs. H. H. Turner, Moberly, Mo., Grand Chaplain; Mrs. J. R. Crittenden, Knoxville, Tenn., Asst. Grand Vice-Pres.

A financial report has been made by Grand Secretary and Grand Treasurer, approved by the Council, and will be mailed to each Division, with the Inspection Report for 1916, and the new work in June. It is our desire to have every Division read the financial report in open meeting as soon as received, so that all may know how we are prospering.

assistance we have received through the efforts of those members who secured subscriptions for the magazines handled by Bro. B. F. Oliver. The result of these sales has netted the Silver Anniversary Fund in the last year \$447.67. The profit on sales of membership pins, B. of L. E. Souvenir Spoons, Pillow Tops and Memorial Forms is all added to this Fund, and in two years since Convention has amounted to \$829.17. The sales of Grand Officers' pictures brought us \$379.76.

Many Divisions are adopting the plan of donating annually a sum equivalent to ten cents (10c) a member as their special offering to the Fund. All of these plans



EXECUTIVE COUNCIL, G. I. A.

Top row—Mrs. E. E. Merrill, G. S.; Mrs. J. R. Crittenden, A. G. V.-P.; Mrs. J. G. Bailey, G. Treas.  
Bottom row—Mrs. H. H. Turner, G. C.; Mrs. W. A. Murdock, G.P.; Mrs. M. E. Cassell, G. V.-P.

The growth of our Silver Anniversary Fund is indeed most pleasing. After withdrawing the percent allowed for the Fund from the General Fund we found that we had a sufficient sum to enable us to invest in three (3) One Thousand Dollar (\$1,000.00) bonds, so that in the coming year we will have the interest from these bonds to add to the checking out fund for the benefit of our needy orphans.

During this session we decided to extend our protection to one more family, and to increase the amount paid to our pensioners from the fund one dollar per child. We are intensely gratified because of this fact, and we desire to thank all Divisions that have helped us by their donations.

We want to call your attention to the

we welcome as a sure solving of the problem of caring for our dependent orphans. Surely, "it is more blessed to give than to receive."

MRS. W. A. MURDOCK, Grand Pres.

### The Woman With a Country

BY HELEN ROWLAND

Sometimes I think

That a country is like a husband or a wife.

You have to take a little vacation from it in order to appreciate it and to know how much you love it.

That is how I "discovered America."

I had gone abroad in search of "culture" and all that sort of thing.

I wanted to see great pictures and hear beautiful music and learn how to babble in foreign languages.

I felt snobbishly superior to my country.

And spoke patronizingly of its "newness and crudeness" and all that. (Perhaps you've heard snobs talk that way.)

And after many months of pursuing "culture"—and never catching up with it—

I had come back home!

And as I stood on the deck of the returning ship while she steamed into the harbor,

My eyes filled with tears, so that I could not see the Statue of Liberty.

And a sweet, strange, aching, choky little pain tightened my throat,

And my knees trembled weakly,

And I longed foolishly to drop right down on them then and there

And thank Providence out loud for the most wonderful country in the world!

For the blessed sight of towering skyscrapers—

For free speech and good plumbing and porcelain bathtubs—

For ice cream soda and rocking chairs and Pullman cars and hot and cold running water,

For American shoes and New England pies, and watermelons and corn-on-the-ear, and the best dentistry in all the world—

For American humor and American jokes, and the Rocky Mountains and the best newspapers on earth.

For corn bread and doughnuts, and steam laundries and pie a la mode and efficient elevator service—

For asphalt pavements and smartly dressed women and California oranges and the best department stores on earth—

For chivalry and democracy, and, above all,

For handsome, clean-limbed, smooth-faced, broad-shouldered, well-groomed, keen-eyed, hard-working, beautiful, unsurpassed AMERICAN MEN!

And so, last week,

When thousands marched under my window carrying banners and flags and singing patriotic songs

I KNEW what it meant,

And that it was not just a flag and a name for which they stood,

But the greatest and most wonderful country on earth!

And when my eyes filled once again and my throat ached with a sweet, strange pain and my knees trembled a little,

I was not ashamed!

Because I have "discovered America!"  
Have YOU?

### On Account of the War

John Brown cannot pay the money he owes,

"On account of the war."

The cook wants ten dollars a week, or she goes,

"On account of the war."

The baker reduced the weight of his bread,

The butcher sends steaks that could muster as lead,

The tailor's wool suits are of shabby instead

"On account of the war."

The tinner can't patch up my roof where it leaks,

"On account of the war."

The car that I bought will not come for six weeks,

"On account of the war."

The cost of my shoes mounts each time that I buy,

The prices on drugs are prodigiously high,

But when I demur, I receive the reply,

"On account of the war."

And what can I do when they airily say,

"On account of the war?"

What else can I do but obligingly pay,

"On account of the war?"

Yet often I wonder what some folks will do

When all of the world finds its warfare through,

And they can no longer pass by in review,

"On account of the war!"

—New York Sun.

### Indiana State Meeting

The third annual meeting of Indiana was held in Terre Haute, April 26. Thirteen Divisions were represented by 139 members. Visitors were present from Kentucky and Illinois. Sister Murdock was with us and took charge of the meeting. We were delighted to have her with us.

Dinner was served at noon, then the forms of ritual work were given by the different Divisions. Each was applauded or corrected as they deserved. In the talks given by the Presidents, the one by Sister Roberts of Div. 552 deserves special mention, as it was full of fraternity, patriotism and harmony, while other vital subjects were touched upon and driven home in a clear manner. In the evening a little play called the "Sniggles Family" was given by Div. 29, to entertain the visiting Sisters.

Timidity prevents me from saying it was good. Ask Sister Murdock.

Sister Murdock gave a very interesting talk, as did Brother Brennon, C. E. of Div. 25.

After this, dancing was enjoyed, and let me say here that Sister Murdock is some dancer.

Much credit is due Sister Viquesney, Sister Myer and their aides for the day and evening's entertainment.

The Brothers of Div. 25 loyally came to our aid and helped pay the expenses.

The next meeting will be held in Elkhart in October.

Before closing I would like to repeat a tribute to Sister Murdock. A Sister meeting her here for the first time said, "I have always stood in awe of Sister Murdock and now, since meeting and talking to her, I love her; she is one of us. I feel that I could go to her and tell her my troubles, and come away, helped and comforted." This I think is the feeling we all have for the leader of our Grand Order.

COR. SEC. DIV. 29.

### Ma

Ma's a graduate of college, and she's read most everything;

She can talk in French and German, she can paint and she can sing.

Beautiful! She's like a picture! When she talks she makes you think

Of the sweetest kind of music, and she doesn't smoke or drink.

Oh, I can't begin to tell you all the poems she can quote:

She knows more than half the lawyers do; but ma can't vote.

When my pa is writing letters, ma must always linger near

To assist him in his spelling and to make his meaning clear.

If he needs advice, her judgment, he admits, is always best;

Every day she gives him pointers, mostly at his own request.

She keeps track of legislation, and is taxed on bonds and stocks,

But she never gets a look-in at the sacred ballot box.

Ma is wiser than our coachman, for he's not a graduate,

And I doubt if he could tell you who is governing the State.

He has never studied grammar, and I'll bet he doesn't know

Whether Caesar lived a thousand or two thousand years ago,

He could never tell us how to keep the ship of state afloat,

For he doesn't know there's such a thing—but ma can't vote

Once when Mr. Jones was calling they got up a short debate

That was on the tariff question; he supposed he had it straight.

But before they'd finished talking he threw up his hands and said

That he'd not read much about it, nor remembered what he'd read.

He's too badly rushed to study how to better human lives,

Still he looms up like a giant when election time arrives.

Mrs. Gookins does our washing, for she has to help along,

Taking care of her six children, though her husband's big and strong,

When he gets a job, he only holds it till he draws his pay,

Then he spends his cash for whisky, or else gambles it away.

I suppose his brain's no bigger than the brain of any goat,

And he'd trade his ballot for a drink—but ma can't vote!

S. E. KISER.

—From *Chicago Record Herald*.

### Union Meeting at Fort Worth, Texas

A very successful union meeting of the four train Orders and their Auxiliaries was held in our city on April 10th, 11th and 12th. Div. 421, G. I. A., was glad to do its part in making it an occasion long to be remembered. Those who failed to attend certainly missed a great deal of pleasure and benefit. It was regretted that our Grand Pres. Sister Murdock could not be with us, but she was very ably represented by Sister Oland, A. G. V. P.

The first day we listened to the addresses given by the representatives of the different Orders, one of whom was Chief Stone, of the B. of L. E., a leader of whom any organization can well be proud. Sister Moore, Grand Pres., of the Auxiliary to the O. R. C., gave an interesting address, as did also Sister Maud Moore, of Canada, Grand Pres. of the B. of L. F. & E. She told of the many members of their Order who are devoting their time in helping to provide comforts for the brave soldiers at the front. The second day a reception was



given in the parlors of the Westbrooke Hotel for the Auxiliaries and their visitors. A musical program was given, after which the time was spent in social chat, and in getting acquainted. Light refreshments were served in the tearoom, and all voted it a most enjoyable affair. The congenial and get-together spirit shown by the four organizations was an inspiration to all.

We express the hope that this is the beginning of a unity of heart and purpose, that will perpetuate a true Fraternity of Sisterhoods. The last day the G. I. A. held a morning session and Div. 421, gave the ritual work in a very creditable manner, and the praise given us by the visitors was appreciated. Our faithful musician, Sister Alexander, was the recipient of many compliments which were well deserved.

In the afternoon the visitors were taken for an automobile ride over the city, and in the evening a grand ball was given in the Auditorium, at which time Div. 181, of Denison, Texas, put on some beautiful drills, and received much praise for the perfect manner in which they were executed. Too much praise cannot be given to Brother Barnett, Chairman of the committee, and Sister Ryan, our efficient President, who so ably assisted him in making the Union meeting such a success. It was decided to have annual meetings of this nature, thus cementing the links in the chain of Fraternity, represented by these great railway organizations.

May they result in pleasure and profit to all. We hope to again welcome, one and all to our city.

Let each struggling toiler  
Cheer the fellow at his side,  
And the world will move on smoothly  
Like the passing of the tide.

MRS. JOHN CROTTY.

### Ohio State Meeting

One of the finest meetings ever held in the state was held in Cleveland at the Chamber of Industry with Div. 278 on May 10.

The day was an ideal one, all the more appreciated after a season of cold, wet weather. The large, spacious hall was

profusely decorated with American flags and bunting. Early in the morning members of the Order began to arrive and before noon numbered 250, representing 28 divisions. It was a great pleasure to the Buckeye State Sisters to be able to greet Sister Murdock, Grand President. The other Grand Officers who graced the occasion were Sisters Cassell and Garrett, both of whom reside in Cleveland. At 10 a. m. the President of 278, Sister Moore, sounded the gavel and the Grand Officers were introduced—Sister Murdock being especially favored by the officers of the Division, acting as escort, each carrying a staff bearing the American flag. The entire Division was dressed tastefully in white and presented a charming picture.

Beautiful flowers were sent with greetings from the local Ladies Society of the B. of L. F. & E., and from B. of L. E. Div. 318. A letter of thanks was ordered sent to the donors. These little acts of courtesy from one Order to another, bearing goodwill, touch our hearts and cement the tie that binds.

Sisters Murdock, Cassell, Garrett and Sister Howard, State Secretary, were the recipients of beautiful corsage bouquets composed of sweet peas and roses. Division 278 also remembered Sister Murdock with a gold piece, and their President, Sister Moore, with a large potted plant full of bloom. After these little pleasantries, the day's work began and never was the entire ritual work done in a more precise, perfect manner.

All were loud in praises for 278 and the interest never flagged during the entire day. One only has to attend such a meeting as this and witness such perfect work, to be made to realize the great benefit to be derived. The Division that works hard to do perfect work receives lasting benefit, and the visiting Sisters return home full of ambition to go and do likewise. The beautiful Memorial service was given in reality for deceased members of Div. 278 and Div. 318, B. of L. E. This service was very impressive with Sister Landy, of Div. 278, as soloist. Sister Cassell gave the Memorial address which she entitled, "Are we forgotten when we are gone?" It was splendidly

handled and must have taken time and thought to prepare. The poem "Beyond," by Ella Wheeler Wilcox, was read by Sister Garrett. After these services and ritual work were concluded, the day came to a close, but will be long remembered, and the hospitality and perfect work of Div. 278 will be the theme of many a future conversation by those who so thoroughly enjoyed the 12th Ohio State meeting.

STATE SEC.

### Union Meeting at Washington, D. C.

On April 12, the 26th circuit meeting was held at Washington, D. C., with Columbia Div. 115. There was a goodly attendance, made up of members from Divisions 115, 110, 172 and 490.

An all-day session was held, with an intermission at noon for lunch, which was served by the Eastern Star ladies.

All the ritual work was done in a satisfactory manner, and the form of draping the charter was given by Past-President Sister Henderson and Sister Linthicum, assisted by members of Div. 110, of Baltimore. This was done in memory of Sister Corbin, who recently died. All Sisters should make an effort to attend these union meetings. They not only call forth our best efforts to please and perfect the ritual work but give us a better chance to become better acquainted. The next circuit meeting will be held with Div. 110, Baltimore, Md., June 20. Let all attend that can possibly do so.

SEC.

### Notices

S. J. Cover, Div. 64 will hold a union meeting Saturday, June 9, in Odd Fellows' Hall, 15th street, between 11th and 12th avenues. Sister Murdock, Grand President, will be present. A cordial invitation is extended to other Divisions to attend the same.

SEC. DIV. 64.

The next meeting of the Middle Atlantic Circuit will be held June 28, under the auspices of Gem of the Ocean Div. 250, in their meeting rooms, Felter's Hall, corner Bay and Thompson streets, Stapleton, Staten Island, meeting to open at 10:30 a. m. All members of the G. I. A. are cordially invited.

SEC.

A school of instruction will be held under the auspices of Div. 234, New York City, in the 12th ward Bank Building, Lexington avenue and 125th street, June 5. Meeting to open at 10:30 a. m. Sister Murdock will be with us. All Sisters are invited.

SEC. DIV. 234.

The Tennessee State meeting will be held in Nashville, beginning the afternoon of the 18th of June, and continuing all day the 19th. The meeting will be in Odd Fellows' Temple, under the auspices of Divisions 221 and 532. A reception will be held in the same hall on Monday evening at 8 o'clock. Other features of entertainment are in progress. Headquarters will be at the Maxwell House, where special rates have been secured. A cordial invitation is extended to all.

SEC. OF COM.

### Division News

STAR OF THE SOUTH DIVISION 296, Shreveport, La., celebrated their 13th anniversary with a banquet and entertainment April 11th. Of the charter members of our Division, only two were present, Sisters L. Polette and J. L. Jeffries. Through the kindness of the B. of L. E. Div. 599, we gathered in the hall on their meeting night and they joined us in the celebration. The hall was decorated beautifully for the affair in red, white and blue and royal purple, the colors of the order, a number of American flags floating from the walls.

The committee on entertainment, Sisters G. W. Craig, J. L. Jeffries and William McDermott, proved their ability as entertainers.

The first on the program for the evening was the penny drill in which all the guests were invited to take part.

After a program had been rendered our President, Sister D. G. Davidson, announced that a real supper was in waiting for everyone, thanks to our committee, Sisters S. E. Angle, J. W. Dunegan and W. A. Lynch. A table had been laid the entire length of the hall. It was decorated with American flags and roses. The guests enjoyed the supper. The plate favors were tiny American flags which were worn the remainder of the evening.

There were plenty of cigars for the husbands and friends of the members.

Much credit is due our committee on arrangement, Sisters Mitchell, Polette and Seagraves for their splendid work.

The balance of the evening was devoted to dancing and games, all joining in the square dance of past days, which proved a merry feature. COR. SEC. DIV. 296.

DIVISION 231, Milwaukee, Wis. entertained Div. 238, of Madison, Wis., on March 28th with a dinner in the hall of the Division. Eighteen accepted the invitation and with 22 of our own members, enjoyed the repast. After dinner a meeting was held and our visitors voiced their praises for courtesies shown them, Sister Fitzpatrick, Pres. of Div. 238, giving her talk in rhyme which was enjoyed.

Sister E. McDermott spoke of the new State Capitol which is nearing completion and said she would be proud to have us come to see it. We enjoyed the day together and hope to meet again soon.

SEC. DIV. 231.

DIVISION 524, El Reno, Texas, entertained Chickasha and Yuletide Divisions on May 2. A large number of the members of the two Divisions accepted the invitation to be with us.

An afternoon session was held and a candidate initiated. The memorial service was exemplified by Div. 524 and the Division was highly complimented by the visitors. Sister Inge had charge of the dining room and a six o'clock dinner was served.

Ninety guests were seated at the tables; the decorations were carried out in the National colors. A splendid program had been prepared for the evening, consisting of music and recitations. We afterwards played games and charades. The afternoon and evening were full of pleasure and we are looking forward to another social affair soon. DIV. 524.

DIVISION 11, Rochester, N. Y., sends greetings to all Sister Divisions and will tell of some good times we have been having.

One of our gala days was at the time we greeted Sister Miller, when she came to inspect the Division. She holds a warm place in our hearts, and we sincerely ap-

preciate the help she was to us, when as President, she set a high standard and brought us to it.

On February 9, the officers entertained the Division after the meeting was closed. The ragtime band, composed of some of our members, was introduced, as being noted for the wonderful discord it was capable of making. They were dressed as band was never before dressed, and each one had a different instrument for making a noise.

The band led us to the dining-room where they sang a song, entitled, "It's a Long Way to Our Eight Hours," sung to the tune of "Tipperary," after which lunch was served, and one Sister was heard to say that it was a howling success.

On March 23, we had another good meeting, when Sister Gath presented the Division with a beautiful silk flag. The members asked Sister Gath to place the flag on the altar and as she went down from her station to the altar the members stood and sang, "My Country 'Tis of Thee." After meeting was closed lunch was served by a committee dressed alike in unique costumes.

The members had been requested to dress in some ridiculous way, and those who did not were fined 5 cents. Lots of fun was had at this meeting. Sister Avery donated a beautiful bath towel to the Division, which we chanced off, and the result was \$10.35 for the treasury.

PRESIDENT DIV. 11.

DIVISION 319, Greenville, Pa., celebrated its 13th anniversary on April 25th. The morning dawned bright and clear, and we were all in good spirits. Sister Wilson, Pres., of the V. R. A., was the guest of honor. Sisters from Meadville, Albion, Erie, Conneaut and Bellevue were present. Div. 78 was represented by 26 members and Div. 217 by 20 members. Seventeen members of Div. 319 put on a drill called, "The Eight-hour Day," ending with the U. S. flag when all sang America. Luncheon was served in the Baptist church, a short distance from the hall. 96 Sisters were present and Div. 319 considers the day a happy milestone in its history.

F. J. M.

### Division 269

A small Canadian Division, number two sixty-nine, Held their twelfth yearly assembly at Easter time And to each one who reads these few lines I write, I say, you missed a good time if you stayed home that night.

All the boys of the rail, with their lassies so bright, In their new Easter togs were in the limelight. And never thought they, after the dance began Of the higher officials or the little call man.

In the old-fashioned dances they all had such fun When the fox-trot was called, they made a big run; In fact some were sidetracked, I'll mention no names, For they're jolly good fellows, and it's all in the game.

The men off the pilot at the dining-room door, Had their eyes on the boys who were running the floor. And when the supper was called, with a look of defeat They smiled and said, "thirty minutes to eat."

On the table stood Easter lilies so tall And the choicest of viands to suit one and all. If you had been there, I am sure you would say Hats off to the women of the G. I. A.

There are Divisions East and Divisions West Each one, I am sure, doing their best. But for a small Division, I know you'll not find A more ambitious bunch than 269.

A MEMBER.

DIVISION 150, Kansas City, Kan., has been actively engaged the last quarter. We gave two enjoyable card parties, the prizes were donated and the lunch given by the members, so no expense was incurred, making our profits all gain. Brother Herron, of Div. 81, visited us on both occasions and proved a lucky winner.

A lecture on cooking was given at one of our meetings, and we felt that it was of benefit to all. We spent two social and instructive afternoons with Divs. 127 and 152, each Division doing a share of the work. We would like to get suggestions from sister Divisions about bringing out members and keeping them interested.

Also as to entertainments. If there is a Division that can tell us a plan that has not already racked our brains, we would be pleased to hear it. SEC. DIV. 150.

DIVISION 430, Miami, Fla., entertained the Brothers April 5 in the Woodman Circle Hall. Quite a number responded to the invitations which were written in train order style.

A musical program was given and contests were held.

The long tables holding the refreshments were beautifully decorated with ferns, oleanders and roses. Much of the enjoyment was due to the efforts of our faithful President, E. M. Fink. This Division is a little over two years old and the Sisters are interested and work in harmony. We are way down here 240 miles from any Division, but we have good times nevertheless.

We have had several parties in the past year, and are planning a picnic at the beach in the near future. SEC. DIV. 430.

DIVISION 99, Boston, Mass., spent a very pleasant evening on April 21, with their husbands and friends. Sister Belows was in charge of the game of whist, the prizes consisting of groceries, such as flour, bacon, sugar, eggs, etc. A great deal of interest was manifested, each one trying hard to win a prize. We are now making plans for our anniversary, and hope to have our husbands as guests. In order to make them happy, we know that we must feed them well and the committee is working on these lines.

We are looking forward to the union meeting at Portland, Maine, and Div. 99 hopes to be well represented.

COR. SEC.

DIVISION 30, Parsons, Kansas, is in a prosperous condition.

Our embroidery club organized last year, has been a most pleasant and profitable addition to our Division. It has been the means of adding new Sisters to our order and brought us together once a month in some Sister's home as one big happy family.

The last meeting was held at the beautiful new home of Sister Frank Trago on the afternoon of March 8th. Sisters Farrell and Clodigo were assistant hostesses. Needle work and pleasant conversation occupied the time for awhile, after which we had music on the player piano and a reading by Sister Glenn Ewing, also a reading by Mrs. Frank Motz.

A reading in negro dialect by Sister Kreager was much enjoyed. Dainty refreshments were served in Sister

Trago's original way. The immense dining table was decorated with pansies and ferns, and the place cards were decorated with pansies, hand painted.

While the guests were still seated around the table a very laughable and interesting game of forming animals with gum on small cards was indulged in. Sister Sutton's camel winning the first prize, a dainty white apron, and Sister Kanaga's rabbit won the booby prize.

Expressions of appreciation for the hostesses closed a true G. I. A. affair.

PRES. DIV. 30.

DIVISION 412, New London, Conn., on April 28, went to the home of Sister Work, in New York, to assist in celebrating her 31st anniversary. The party left at 9 a. m., and were joined on the way by Sister Wilson of New Haven, and Sister Young of Stamford, Conn. The day was ideal. Upon our arrival we were met by Sister Work and escorted to her home, where Brother Work and daughter gave us a warm welcome.

Sister Taylor, in a few well-chosen words presented Sister Work with a cut-glass fern dish, a gift from the Division. The gift was gracefully acknowledged by the hostess, who immediately set about making her guests happy. A bountiful turkey dinner was served and a theater party was greatly enjoyed in the evening.

Everyone had a jolly time, and Div. 412 extended to Brother and Sister Work their best wishes for many happy returns of the day, and may their life be filled with sunshine all along the way.

COR. SEC. DIV. 412.

On Easter Monday night, Div. 115, Washington, D. C., gave the annual Easter dance in Masonic Hall. It was managed by a corps of our most efficient Sisters, with Sister Adkins, Chairman.

The affair was a grand success, as everything is which Sister Adkins undertakes. We all appreciate her efforts and her untiring zeal. Div. 115, extends good wishes for the continued success of the G. I. A.

SEC.

DIVISION 546, Cleveland, Ohio, celebrated the third anniversary April 24th, in Glen-

ville center hall. The regular business was disposed of, and under the head of Good of the Order, it was decided to send a check for ten dollars to the Red Cross headquarters in our city. We are making two comforts for the Railroad Men's Home, at Highland Park, and feel that in doing these deeds of charity we are celebrating in a good way. After the meeting was closed, the Sisters were invited to the dining room, where a surprise awaited our President.

A fine lunch was served, the decorations being of a patriotic nature. As a reminder of this pleasant meeting, our Pres., Sister Freeman, was the recipient of a beautiful three-yard pattern of damask. The musician, Sister Moelk was presented with a gold piece to show our appreciation of her splendid services, for a meeting without music, is like a church without a clergyman.

SEC. DIV. 546.

DIVISION 258, Louisville, Ky., had the pleasure of entertaining Divisions 132 and 239, at their hall on April 16.

Sixty Sisters were present and spent a most enjoyable afternoon. Sister Pettingill, Trustee of the V. R. A. was with us, and we were more than pleased to welcome her as she helped to organize our Division a little more than 16 years ago.

We also had as guests, Sisters Coley, President of 132, and Grady, President of 239. A short business session was held, and after the closing form our musician played a grand march, and we were escorted to the banquet hall, where President Knoderer presided, and a splendid lunch was served. A poem, composed by one of our members was read and a recitation was given by little Milner Griggs, daughter of one of our members. These numbers together with talks from most of the members were greatly enjoyed.

SEC. DIV. 258.

THE members of Granite State Div. 49, Auxiliary to the B. of L. E., of Concord, held a regular meeting in Lakeport, Wednesday afternoon, April 25, at the residence of Mrs. F. W. Lougee, on Railroad avenue. There was a large delegation present from Concord, Manchester and Plymouth, including the Asst. Grand Vice-

President, Mrs. Mary L. Cook. The President, Mrs. Wm. C. Bachelder, of Concord, presided. The rooms were elaborately decorated for the occasion with the national colors; the dining room was exceedingly artistic in the colors of the Order, while the tables were decorated with numerous tiny American flags. After the routine business, a short program was rendered, including pleasing remarks by Asst. Grand Vice-President, Mrs. Mary L. Cook; after which Mrs. Henry Fitzpatrick entertained the company with victrola selections; the Auxiliary will, written by Mrs. F. W. Lougee, created considerable amusement. Mrs. F. M. Hall gave a history of the Auxiliary, which was very interesting, and the exercises finished by all joining in singing The Star Spangled Banner. At the close the ladies were invited to the dining room, where delicious refreshments were served by the Lakeport members, who were the hostesses of the occasion, consisting of Mrs. F. W. Lougee, Mrs. F. M. Hall, Mrs. Henry F. Fitzpatrick, and Mrs. O. D. Bailey, assisted by the following ladies from Plymouth: Mrs. A. J. Pike, Mrs. J. M. Callahan, Mrs. F. E. Sargent, Mrs. Arthur Gile, and Mrs. Geo. Simpson. The ladies expressed themselves as highly pleased with their visit to the Lake city and the royal manner in which they were entertained. The down country ladies returned on the seven o'clock train and those from the north on the Cannon-ball.

MRS. F. M. H.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., June 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than May 31, 1917.

#### SERIES A

##### ASSESSMENT No. 306

Columbus, O., March 7, 1917, of pericarditis, Sister Josephine Ingham, of Div. 52, aged 68 years. Carried one certificate, dated Jan., 1901, payable to Alice Ingham, daughter.

##### ASSESSMENT No. 306

Bloomington, Ill., April 6, 1917, of cancer, Sister Georgiana Simpkins, of Div. 55, aged 49 years. Carried two certificates, dated April, 1910, payable to W. S. Simpkins, husband.

##### ASSESSMENT No. 307

Denver, Colo., April 10, 1917, of hemorrhage of brain, Sister May Spencer, of Div. 46, aged 55 years. Carried one certificate, dated Oct., 1911, payable to Fred Spencer, husband.

##### ASSESSMENT No. 308

Toronto, Ont., April 11, 1917, of heart failure, Sister Catherine Murch, of Div. 161, aged 67 years. Carried two certificates, dated Sept., 1897, payable to Frederick Murch, husband.

##### ASSESSMENT No. 309

Sunbury, Pa., April 14, 1917, of cholecystitis and cholelithiasis, Sister Jane Green, of Div. 42, aged 51 years. Carried one certificate, dated July, 1911, payable to William Green, husband.

##### ASSESSMENT No. 310

Waterloo, Iowa, April 20, 1917, of carcinoma, Sister Nora DuBois, of Div. 190, aged 62 years. Carried two certificates, dated Feb. and April, 1894, payable to J. M. DuBois, husband.

##### ASSESSMENT No. 311

Philadelphia, Pa., April 21, 1917, of carcinoma, Sister Mary W. Davis, of Div. 112, aged 70 years. Carried one certificate, dated Feb., 1900, payable to Walter Davis, husband.

##### ASSESSMENT No. 312

New York City, N. Y., April 21, 1917, of acute Bright's disease, Sister W. H. Craig, of Div. 134, aged 74 years. Carried two certificates, dated April, 1893, payable to Wm. H. Craig, husband.

##### ASSESSMENT No. 313

Richmond, Va., April 25, 1917, of thrombosis of pulmonary artery, Sister Ruth Clark, of Div. 462, aged 52 years. Carried two certificates, dated Oct., 1909, payable to E. B. Clark, husband.

##### ASSESSMENT No. 314

Slater, Mo., April 25, 1917, of acute bronchitis, Sister Ella Mullin, of Div. 44, aged 59 years. Carried two certificates, dated July, 1893, payable to John F. Mullin, son.

##### ASSESSMENT No. 315

Toledo, O., April 26, 1917, of inflammatory rheumatism, Sister Harriet E. Hall, of Div. 57, aged 59 years. Carried two certificates, dated Oct., 1891, payable to Wm. Hall, son, and Alice Merrick, daughter.

##### ASSESSMENT No. 316

Ft. Wayne, Ind., April 26, 1917, of carcinoma, Sister Elizabeth Pearson, of Div. 18, aged 55 years. Carried two certificates, dated March, 1906, payable to John Pearson, husband.

##### ASSESSMENT No. 317

Buffalo, N. Y., April 27, 1917, of malignancy of gall bladder, Sister Margaret Miller, of Div. 282, aged 50 years. Carried two certificates, dated May, 1896, payable to John Miller, husband.

##### ASSESSMENT No. 318

Rensselaer, N. Y., April 28, 1917, of pericarditis, Sister Isabelle Savage, of Div. 358, aged 37 years. Carried one certificate, dated Sept., 1915, payable to James H. Savage, husband.

##### ASSESSMENT No. 319

Philadelphia, Pa., May 1, 1917, of carcinoma, Sister Mary Chamberlain, of Div. 112, aged 55 years. Carried one certificate, dated Oct., 1908, payable to Wm. Chamberlain, husband.

##### ASSESSMENT No. 320

Columbus, O., May 7, 1917, of peritonitis, Sister Maggie Dooley, of Div. 52, aged 48 years. Carried one certificate, dated Feb., 1902, payable to John Dooley, husband.

Members will pay their Insurance Secretaries on or before June 30, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 261A and 262A—11,860 in the first class, and 6,292 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin Avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### AIR PUMP MAKES SHORT STROKES

**Q.** What is the trouble with a 11 inch Westinghouse air pump when it will only make very short and slow strokes? There is one on a yard engine here and the round-house air brake repair man removed both discharge valves and they were found O.K. He then removed the top head and reversing valve and renewed them, but still the pump would not work properly. Both air and steam discharge pipes are O.K, and the air piston tight on the rod. Please answer through the JOURNAL and oblige.

R. D. C.

**A.** For the piston to change its direction of motion before the stroke is completed means, that for some reason the steam valve has changed its position too soon. Therefore, in trying to find an answer to your question we will have to learn what caused the steam valve to move before the stroke was completed; this brings us to the valve gear of the pump. The valve gear of any Westinghouse pump consists of a differential piston, reversing valve, reversing plate and reversing rod. Now, when steam is first turned on the pump, the differential piston will move the steam valve to a position which will open the steam port leading to the lower end of the cylinder, causing an upward stroke of the piston, and as the stroke is about completed, the reversing plate, which is attached to the top of the piston, will engage the shoulder on the reversing rod, causing an upward movement of the reversing valve. The reversing valve moving to its upper position, admits steam against the outer face of the large piston of the differential piston, causing it to move to its opposite position, taking with it the steam valve. In this position steam is admitted to the upper end of the cylinder and exhausted from the lower end, causing the piston to make a downward stroke; when the stroke is about completed the

reversing plate engages the button on the lower end of the reversing rod, moving the reversing valve to its lower position. In this position of the reversing valve the steam acting against the outer face of the large piston of the differential piston escapes to the exhaust, and the main valve again moves to its opposite position. It will be seen from this that the movement of the main piston, as to direction, is dependent upon the position of the steam valve, which in turn is dependent on the position of the reversing valve. Therefore, if the pump short strokes it means that the reversing valve is not remaining in the position in which it is placed by the reversing plate.

For example, on the up stroke of the piston the reversing valve is raised to its upper position, and this causes the pump to be reversed. The piston starting on its down stroke, will continue unless the reversing valve changes its position. We must next find the cause for this change of position. The reversing valve is held in its upper position by the friction between the valve and its seat, and where the friction is not great enough to hold the valve in this position it will immediately drop when the piston starts down, thus reversing the pump, causing the piston to again move upward before the down stroke is completed.

The principal cause for this lack of friction is due to over-lubrication of the steam end of the pump. Leakage between the valve and its seat may cause the valve to become nearly balanced and thus destroy the required friction between the valve and its seat. Still again another cause for the reversing valve changing its position too soon may be due to sharp edge of the reversing plate catching the reversing rod; or the trouble may be due to the bore in the piston not being true, and the button on the lower end of the reversing rod rubbing on the side of the piston rod may move the reversing valve.

There is nothing in what has been said that will cause the piston to move slowly, and for the pump to act in this manner it would mean that either the proper steam pressure is not coming to the pump or that the air passages leading from the pump are not open.

## NO. 5 E-T EQUIPMENT

**Q.** Here are a number of questions I would like to have answered through the air-brake department of the JOURNAL.

I am running an engine here in Cuba where we have to do most of the work on the engine, and at times I find it quite difficult to locate the trouble in the air-brake equipment. My engine is equipped with a Westinghouse 9½-inch pump and the E-T equipment. The independent brake valve is of the old style, having but three pipe connections. Now if you will kindly answer the following questions, it will be greatly appreciated:

1. With engine alone, ordinary speed of the pump will give the required pressure; but when coupled to 20 or 30 cars, cannot get over 30 or 40 pounds with the pump working hard. Why?

2. With full pressure pumped up, I can make two or three applications of the independent brake, and it will release all right, but after that the brake will not release unless the automatic brake-valve handle is moved to release position. What causes this?

3. With the pressure pumped up in the engine to 60 and 80 pounds, when air is cut into train, the pump will stop, and to get it to go have to place automatic brake-valve handle in either release or lap position. Why?

4. When air is cut into train the engine will set, and will not release until the pump has raised the pressure to 30 or 40 pounds. To overcome the delay caused by this trouble, I had a pipe with valve in cab, connected with the brake cylinder, thinking I could release the brake by letting air out of the cylinder. This did not work, as there was a continuous flow of air from the cylinder as if it were coming from the main reservoir. Why was this?

5. When I make an automatic service application the engine brake cannot be released with the independent brake valve; and will not release with the automatic brake valve until the pressure is pumped up. Why?

6. Often when using the automatic brake, the train will stop with a jerk, by simply placing the brake-valve handle in lap position. Why should the brake set without making a reduction?

7. What causes the engine brake to set when using the air sanders? W. N. S.

**A.** Judging from your questions it is evident that the brake equipment on your engine and cars are due for a thorough overhauling, and when this is done your trouble will disappear. From your description of the independent brake valve, your engine is equipped with the No. 5 E-T type of brake. The following answers will point out the cause for the improper action of the brake:

1. Where an air pump is in proper working condition, it is a very easy matter to maintain the desired pressure on a train of 30 or 40 cars, providing the leakage found on the engine and cars is not beyond the capacity of the pump. To determine the condition of the pump, would refer you to the tests which appear in the February issue of the JOURNAL. If the pump passes the tests, your trouble is due to leakage, which must be stopped before the pressure can be obtained. Possibly the greatest cause of delay in charging a train, is the leakage of air through the locomotive brake cylinders, and this may be overcome by keeping the brake released by use of the independent brake valve.

2. With the No. 5 equipment, the engine can be released at any time by moving the independent brake-valve handle to release position. However, with the double-heading pipe and the application chamber pipe crossed, as no doubt is the case on your engine, the engine brake cannot be released with the independent brake valve unless the equalizing slide valve be in release position. The reason for the brake acting properly for the first two or three applications is, that at this time there is sufficient excess pressure to keep the equalizing slide valve in release position.

3. This is caused by the pump governor shutting off the steam to the pump. With the S-F type of governor—the governor generally used with the E-T equipment—the pressure above the diaphragm of the excess or the low pressure top, is obtained by spring and air pressure, the air pressure coming from the feed valve pipe. Now when the air is cut into the train, the pressure in the feed valve pipe will



drop; consequently, the pressure above the diaphragm will be reduced, and when this pressure becomes less than that in the main reservoir the governor will stop the pump. Moving the automatic brake valve handle to release position will cause a drop in main reservoir pressure equal to that in the feed valve pipe; therefore, the governor will again admit steam to the pump. Placing the brake-valve handle in lap position, cuts out the excess pressure top of the governor, this being the reason for the pump starting.

4. When the air is cut into the train, the reduction of brake-pipe pressure will cause the distributing valve to move to application position, causing the brake to set, and it will remain set until sufficient pressure is obtained to move the parts to release position. Bleeding the brake cylinders will not release the brakes, as the supply of air to these cylinders comes from the main reservoir, therefore it would simply be a waste of air to do so.

5. As stated, in the answer to your second question, the engine brake can be released at any time by moving the handle of the independent brake valve to release position, as the application chamber pipe is connected to the application chamber at all times. Now, you state that this cannot be done on your engine, which means that a mistake had been made in connecting the two lower pipes on the left side of the distributing valve. Trace these pipes and learn where they lead to; the middle pipe should lead to the double cut-out cock under the brake valve, the lower pipe to the independent brake valve.

6. For the brake to set it is necessary that a brake-pipe reduction be made; placing the brake valve in lap position simply cuts off the supply of air to the brake pipe; if the brakes apply, it means that a reduction of pressure has been made by brake-pipe leakage. Repair the leaks and the trouble will be overcome.

7. Where the proper excess pressure is not maintained the use of the sanding device, together with leakage, may cause a drop in pressure that will result in a brake application.

#### EFFECT OF BROKEN MAIN RESERVOIR CONNECTION TO AUTOMATIC BRAKE VALVE

**Q.** My question appearing in last month's issue of the JOURNAL, in regard to a broken main reservoir pipe was either misworded or misunderstood. What I meant was this: what would be the effect if the main reservoir pipe to the automatic brake valve should break between the point where the pipe is teed to the feed valve and its connection to the brake valve, and can the engine and train brakes be operated with the automatic brake valve? J. T.

**A.** Your former question was not clearly understood; the following, however, may make clear the point you are after. The effect of this pipe breaking would be the loss of main reservoir air, which in turn would cause a loss of brake-pipe air, resulting in an application of the brakes; therefore, this pipe breaking would bring this train to a stop. By plugging both ends of the pipe main reservoir and brake pipe may again be charged. For air to flow to the brake pipe, it will be necessary to place the automatic brake valve handle in either running, or midway between release and running positions. Where the handle is placed in running position there will be a tendency for the rotary valve to be lifted from its seat, as in this position there is no means of charging the chamber above the rotary. By moving the handle toward release position, just far enough to open the warning port, air from the brake-pipe port will be free to flow through a large port in the valve to the chamber above the rotary. When working under this condition still another question arises: What will control the main reservoir pressure? It will be understood that where the main reservoir pipe breaks we will not have main reservoir pressure in the brake valve, and as the air that operates the excess pressure head of the pump governor is main reservoir air, coming through the brake valve, the excess or low pressure head will not control the pump; therefore, the main reservoir pressure will go up to the adjustment of the high pressure head, which may be readjusted to minimum pressure carried. Where the main reservoir pipe is broken

between the feed valve tee and the point where the gauge pipe is connected, the red hand on the large gauge will not indicate the main reservoir pressure; and to readjust the governor first place the independent brake valve handle in application position, then turn up the adjusting screw of the reducing valve as far as it will go; the brake cylinder gauge will now indicate the main reservoir pressure. Still another question might be raised: With the brake valve handle carried midway between release and running position, what pressure will be had in the brake pipe? As before stated, main reservoir pressure does not come to the brake valve, therefore the brake pipe cannot be overcharged. The only air entering the brake valve is that coming from the feed valve pipe, which of course will give us the desired brake-pipe pressure. When operating the brakes the brake valve handle should be handled in the usual manner in either a service or emergency application; but in making a release, it must be remembered, we have lost the benefit derived from the excess pressure, as the brake pipe will be recharged through the feed valve.

#### LOCOMOTIVE BRAKE CREEPING ON

**Q.** Here is a question on the E-T brake that I would like an answer to: A number of our engines have the No. 5 E-T while others have the No. 6, and I find that the engine brake will sneak on with the No. 6 equipment, but this trouble is not had with the No. 5; why is it? I have had the distributing valve examined and cleaned but the trouble still exists.

I am not offering this as a puzzle question to the JOURNAL, but am looking for information, as I have to account for the loosening of a set of driving wheel tires; therefore, any information offered will be greatly appreciated. I might state further that I did not notice any pressure shown on the brake cylinder gauge when tires were loosened. **ENGINEER.**

**A.** With either the No. 5 or No. 6 equipment, the operation of the locomotive brake depends upon the admitting of air to and the releasing of air from the application cylinder; therefore, if for any reason air is admitted to and held in this

chamber the brake will apply. Now with the No. 5 equipment, the application cylinder and chamber is open direct to the atmosphere through the release pipe, automatic and independent brake valves, when both brake valves are in running position, which of course means that pressure cannot form in these chambers, therefore, the brake will not apply. With the No. 6 equipment one end of the release pipe is open to the atmosphere through the automatic and independent brake valves, when these valves are in running position. The other end of this pipe is connected to the application cylinder and chamber through the equalizing slide valve, when the latter is in release position, and is cut off from these chambers in all other positions of this valve. Therefore, if for any reason the equalizing slide valve is moved from release position, the application cylinder and chamber will be cut off from the atmosphere, and any air entering these chambers will cause the locomotive brake to apply. The question might now be raised: What will cause the equalizing slide valve to move from release position when the automatic brake valve is in running position? With the brake valve in running position, all air passing to the brake pipe must flow through the feed valve; we may, therefore, say the feed valve is the governor of brake-pipe pressure, and any variation of its pressure is chargeable to the action of the feed valve. Now, where a feed valve is not in proper working condition, the brake-pipe pressure will vary, and it is this variation of pressure that causes the equalizing piston and its slide valve, in the distributing valve, to move from release position, thus cutting off the application cylinder and chamber from the release pipe, when any air coming to these chambers will cause the locomotive brake to apply. A mistake often made by the engineer is to charge this brake application to some defect of the straight air, and he will cite you to the brake-cylinder pressure shown on the straight air gauge. Now the gauge referred to—the red hand on the small gauge—is a brake cylinder gauge, and it will indicate the brake-cylinder pressure following either an automatic or inde-

pendent application. Therefore, this gauge showing pressure does not necessarily mean an independent application. It may be stated here that any defect of the independent brake will not cause the brake to creep on, and where this occurs the trouble is due to an automatic application, caused by the feed valve permitting the brake-pipe pressure to vary, and the remedy is to put the feed valve in proper working condition. Where the engine brake applies in this manner it should always be released by momentarily moving the automatic brake-valve handle to release and back to running position. The probable reason for your gauge not registering the brake-cylinder pressure at the time the tires were loosened is the gauge was not sufficiently sensitive to register the light pressure had in the cylinders. However, a very light pressure—just enough to bring the shoes to the wheels—will cause tires to loosen, and this points out the necessity of keeping the feed valve in proper working condition. To test the feed valve for sensitiveness, with the pressure pumped up and the automatic brake-valve handle in running position, create a brake-pipe leak of from seven to ten pounds per minute, and note the black hand on the small gauge. The fluctuation of this hand will indicate the opening and closing of the feed valve, which should not permit a variation of over two pounds in the brake-pipe pressure; if it does, it indicates a dirty condition of the valve, and should be cleaned.

#### BRAKE CYLINDER PRESSURE OBTAINED IN EMERGENCY WITH THE E-T EQUIPMENT

**Q.** I have noticed that a much higher brake-cylinder pressure is obtained in an emergency than in a full service application, with the E-T equipment. Will you please explain how this is brought about?

**J. L. P.**

**A.** The pressure developed in the brake cylinders is dependent on the pressure obtained in the application cylinder of the distributing valve when a brake application is made. In a service application pressure chamber air is allowed to expand into both the application cylinder and chamber, and from a 70-pound pressure will equalize at about 50 pounds; therefore, this is the maximum pressure

that can be obtained in the brake cylinders in a service application. In an emergency application the equalizing slide valve in the distributing valve, moving its extreme travel, cuts off the application chamber and pressure chamber air is allowed to expand into the application cylinder only. This cylinder volume being small and connected with that of the pressure chamber at 70 pounds pressure equalizes at about 65 pounds; and this would be the maximum pressure obtained were it not that in this position of the automatic brake valve a small port in the rotary valve—called the blow-down timing port—allows air from the main reservoir to feed into the application cylinder pipe, and thus to the application cylinder. With this connection open from the main reservoir to the application cylinder we would obtain main reservoir pressure in the brake cylinders were it not that the safety valve is now connected to the application cylinder through a small port in the equalizing slide valve, which permits the air in the application cylinder to escape through the safety valve at the same rate that the air from the main reservoir feeding through the blow-down timing port can supply it, thus preventing the pressure from rising above the adjustment of the safety valve.

#### EFFECT OF BROKEN BRAKE-PIPE CONNECTION TO DISTRIBUTING VALVE

**Q.** Will you please make clear the effect of a broken brake-pipe connection to the distributing valve, and say if the engine brake can be operated with this pipe broken?

**W. L. G.**

**A.** If the brakes are charged at the time the pipe breaks, an emergency application will follow. By plugging the end of the pipe toward the main brake pipe the train brakes may be charged and operated as before this pipe broke. The engine brake can not be applied in a service application, as now there is no connection between the brake pipe and distributing valves; however, if the automatic brake-valve handle be placed in full emergency position, the blow-down port will be open to the application cylinder, thus causing an application of the locomotive brake.

The breaking of this pipe will not affect the operation of the independent brake, only it may be found necessary to move the independent brake-valve handle to full release position when desiring to make a release of the engine brake.

#### CAUSE FOR AIR PUMP SHORT-STROKING

**Q.** Will you please say if either a broken or stuck-open receiving or discharge valve will cause an air pump to short stroke? If not, what will?

**A. S. B.**

**A.** Defective air valves will not cause a piston to short-stroke, but will cause an uneven stroke; that is, the piston will make a much quicker stroke in one direction than the other, but each stroke will be complete. For example, the piston will make a much quicker stroke toward a defective receiving valve, account of the air flowing back to the atmosphere when the piston moves toward that end of the cylinder; and will make a slow stroke toward a defective discharge valve, account of having to work against a high pressure—main reservoir pressure—from the beginning of the stroke. For a piston to short-stroke means that for some reason the steam valve has changed its position too soon; and this is generally caused by too free use of oil in the steam end of the pump, or a bent reversing rod.

#### S-F PUMP GOVERNOR

**Q.** I have a new engine with the E-T equipment, and I would like to ask what would be the effect if the pipe leading to the top of the pump governor should break, and what should be done in a case of this kind?

**M. M. L.**

**A.** Where this pipe breaks or becomes stopped up the governor will stop the pump when the main reservoir pressure reaches about 45 pounds, this with the automatic brake valve handle in any one of the first three positions; but will not affect the action of the pump in lap, service or emergency position as in the latter position the excess pressure top of the governor is cut out. This pipe breaking will also cause a loss of air from the feed valve pipe to which it is connected. Where the pipe breaks, the end toward the feed valve pipe should be plugged, and a blind gasket placed in the

pipe leading to the chamber under the diaphragm of the excess pressure top. This cuts out the excess pressure top, and leaves the pump under the control of the maximum pressure top, which may be readjusted to the desired main reservoir pressure.

#### AIR CYLINDER LUBRICATOR

**Q.** We recently received a lot of new engines equipped with the Westinghouse cross compound pump and a sight feed lubricator for the high pressure air cylinder, and an oil cup on the low pressure air cylinder. This lubricator being something new on our road I would ask if you will explain how it should be operated, and why the low pressure air cylinder is not furnished with one? **RUNNER.**

**A.** The purpose of the air cylinder lubricator is to furnish a practical and an effective means of securing proper lubrication to the air cylinder of the pump. The device consists of three parts: emergency throttle, sight-feed fitting, and the check valve connection.

The emergency throttle is used to throttle the pressure from the lubricator to the sight feed valve, and to cut off the oil completely when not in use. The sight-feed attachment is to regulate the amount of oil to the pump. The check valve connection is connected directly to the air cylinder of the pump, and consists of a ball check seating upward, which prevents the compressed air entering the oil pipe.

The air cylinder lubricator is connected to the oil reservoir of the main lubricator, at one end, and to the air cylinder of the pump at the other. This attachment should be operated as follows: first the emergency throttle should be open about one-half turn, then closed; then the sight-feed valve opened a sufficient length of time to permit from five to eight drops of oil to pass to the pump, then closed.

This lubricator must not be treated as a lubricator for continuous feeding, but must be employed rather as a valve for use only when it becomes necessary to feed a few drops of oil to the pump. It is the practice on many railroads to furnish a sight-feed connection to both high and low pressure air

cylinders, and this would appear as the proper thing to do, yet in practice it is found that more harm than good generally results in having a connection to the low pressure air cylinder. The reason for this is, that just as much oil—and sometimes more—is fed to the low pressure air cylinder as is fed to the high pressure air cylinder. The low pressure air cylinder does not require much oil, as it is constantly receiving cool air from the atmosphere, and compresses it to a pressure of about 40 pounds only; therefore, but little heat is created, which means but little oil is required; whereas, the air in the high pressure air cylinder has to be compressed to a pressure equal to that carried in the main reservoir, and as the air this cylinder receives is compressed air from the low pressure air cylinder, the temperature will be much higher, therefore will require lubricating oftener. It will be seen from this that the probable reason for the low pressure air cylinder being equipped with an oil cup is to make it less convenient to oil this cylinder, hoping thereby to prevent its getting too much oil.

#### LEAVING A TRAIN ON A GRADE

**Q.** I have read with much interest the question asked by Brother Q., in regard to handling trains in mountain service and fully agree with him and his method of braking trains. Now, while on this subject, I would like to ask a question. What should be done where an engine is to be cut off and train left standing on grade?

MOUNTAIN ENGINEER.

**A.** Theoretically, the answer to this question would be: set the air brakes in full before cutting off the engine. However, experience has taught us if this were all we did, our train would soon be following us down the grade, due to the air brakes leaking off. It should therefore be understood that under no circumstance must a train be left on a grade and the air brake depended upon to hold the train. This means that hand brakes must be set in sufficient number to insure the train not moving. In the use of hand brakes to hold a train, the thought naturally comes to us that they should be set on the head end of the train, but

if the slack is out, that is, the train stretched, hand brakes should also be set at the rear end of the train to prevent slack running in when the air brakes leaked off, as this run in of slack may start the train even though a number of hand brakes are set at the head end.

#### RETAINING THE ENGINE BRAKE CYLINDER PRESSURE

**Q.** All of our older engines are equipped with a retaining valve which we use in handling trains down grades. Here recently we received a lot of new engines that have the E-T equipment. Now I notice they do not have retaining valves, and I would like to ask why retaining valves are not used with this style of brake?

B. B. C.

**A.** Your older engines are no doubt equipped with the G-6 type of brake, that is, triple valves are used to admit air to and exhaust the air from the brake cylinders, in an application and release of the brake. When the brake pipe is recharged, as when the brake valve handle is moved to either release or running position, the triple valve will move to release position, connecting the brake cylinder port with the exhaust port, causing a full release of the brakes. Where it is desired to retain a part or all of the brake cylinder pressure, the retaining valve, which is connected to the exhaust port of the triple port, is used to hold air in the brake cylinder, even though the triple valve be in release position, thus holding the locomotive brake applied.

With the E-T equipment we have a different proposition, as here the release of the locomotive brake is not dependent upon the brake-pipe pressure but on the discharge of air from the application chamber and cylinder. When the automatic brake valve handle is moved to either release or holding position the brake-pipe pressure will be increased, causing the equalizing piston and its slide valve in the distributing valve to move to release position, but this action does not release the locomotive brake, as in either of the above named positions of the brake valve the exhaust port from the application chamber and cylinder is closed by the rotary valve. To release

the locomotive brake, the automatic brake valve handle must be moved to running position.

The exhaust port is then connected by the rotary valve to the atmosphere, thus allowing the application cylinder and chamber pressure to escape. It may be seen from this that the locomotive brake may be held applied, while the train brake is being released, without the use of a retaining valve.

#### DEFECTIVE PUMP GOVERNOR

**Q.** I had a peculiar thing happen here the other day and I cannot figure out the cause, and would ask if you can give me an explanation of what happened. While running along, the pump stopped, and of course the train stopped, and in looking around for the cause, I found the regulating nut of the pump governor was gone. By this time the pressure had leaked down quite low, and the pump started to work and raised the main reservoir pressure to about forty-five pounds, and this with no tension on the regulating spring. What I would like to know is, how could steam get through the governor when there is no spring pressure above the diaphragm to hold the pin valve to its seat, and why did the pump stop when the main reservoir pressure reached forty-five pounds? C.A.B.

**A.** For the governor to shut-off steam to the pump it is necessary that a sufficient air pressure be had above the governor piston to force it downward against the tension of the spring beneath it, and the steam pressure acting under the steam valve, and this is found to be about forty-five pounds. Therefore, the governor will remain in open position until the main reservoir pressure reaches about forty-five pounds, when this pressure will be sufficient to force the piston downward, seating the steam valve, stopping the pump. Where this trouble occurs the governor should be cut out, which may be done by placing a blind gasket in the air-pipe connection to the chamber under the diaphragm.

With the governor cut out the main reservoir pressure will have to be regulated by the pump throttle, unless a duplex type of governor is used, when

the other top may be readjusted to the minimum pressure desired. See answer to M. M. L.

#### EFFECT OF PISTON TRAVEL IN THE RELEASE OF BRAKES

**Q.** Will you kindly answer the following question through the air brake department of the JOURNAL? What effect has unequal piston travel on the release of brakes? Which brake will release first?

A. L. M.

**A.** To secure a release of the brakes it is necessary to increase the pressure on the brake pipe side of the triple piston above that on the auxiliary reservoir side. Therefore, in looking for an answer to your question it is the auxiliary pressure that will have to be considered. When a service reduction is made the triple piston and its slide valve will move to application position, and auxiliary reservoir air will flow to the brake cylinders, until its pressure becomes slightly less than that in the brake pipe, or until the auxiliary reservoir and brake-cylinder pressures equalize. Now the pressure at which they will equalize is dependent on the piston travel; the longer the travel the lower will be the pressure of equalization. Consequently, if a sufficient brake-pipe reduction is made to cause all auxiliaries to equalize with their brake cylinders, those having the longer piston travel, equalizing at a lower pressure, will be the first to release when the brake pipe is recharged. However, where a light application is made, say a ten-pound reduction, the length of piston travel will not affect the release of the brakes, as in this case the pressure in all auxiliaries will be practically the same.

#### DELAYED RELEASE OF LOCOMOTIVE BRAKE WHEN AIR IS CUT INTO TRAIN

**Q.** We have a number of engines equipped with the E-T type of brake, and myself with others are having trouble with the engine brake remaining set for some length of time after air is cut into the train, and I would like to ask what causes this and is there any way to overcome it?

D. A. R.

**A.** In controlling the movement of a lone engine, it is common practice to use the independent brake; thus the pressure chamber in the distributing valve will be

fully charged at the time the air is cut into the train. In cutting in the air the angle cock at the rear of the tender is generally opened quickly, causing the equalizing piston and its slide valve in the distributing valve to move to emergency position.

In this position the pressure chamber air is allowed to expand into the application cylinder only, and from a seventy-pound pressure will equalize at about sixty-five pounds. This means we have sixty-five pounds pressure on the pressure-chamber side of the equalizing piston, and for this piston and its valves to move to release position, and stay there, it will be necessary to maintain a pressure somewhat greater than this in the brake pipe. Now when the air is cut in, the brake pipe and main reservoir pressure will drop, and where sufficient excess pressure is not had to hold the brake-pipe pressure above that in the pressure chamber the brake will remain applied. To overcome this trouble use the automatic brake valve when backing onto a train; making two or more applications, without recharging the pressure chamber; then when air is cut into train the brake will apply, but at a much lower pressure, therefore may be released with a lower brake-pipe pressure.

#### PRELIMINARY EXHAUST PORT STOPPED UP

**Q.** We have a school of instruction here, and while discussing the defects of the automatic brake valve a question was raised as to what would be the effect and what should be done to operate the brakes in case the preliminary exhaust port became stopped up, and we decided to refer this question to the JOURNAL for an answer.

G. R. A.

**A.** The purpose of the preliminary exhaust port is to connect chamber "D" and the equalizing reservoir with the atmosphere when the automatic brake valve is moved to service position. Desiring to make a service application of the brake, it is necessary to reduce the pressure in chamber "D" and equalizing reservoir and where the port is stopped up, this of course, cannot be done. However, this will not prevent a service application of the brake being made, as the brake valve handle may be moved

toward emergency position, and a gradual reduction of brake-pipe pressure made through the direct exhaust port. Still another way of making a service application would be to move the automatic brake valve handle to lap position and then make a reduction of chamber "D" and equalizing reservoir pressure, by slacking off on the union of the equalizing reservoir pipe to the brake valve, and when the desired reduction is made, again tighten the union.

#### ADDITIONAL BRAKE CYLINDER VOLUME

**Q.** Please answer the following questions through the JOURNAL: The other day I noticed on some Pullman cars an extra drum, size about 10 x 12, connected to the brake cylinder, and I would like to ask the purpose of it.

W. D. H.

**A.** The purpose of this reservoir is to increase the brake cylinder volume, and is used to obtain a slower build up of brake-cylinder pressure, when applying the brake. One of the numerous causes for rough handling of passenger trains is the *too quick* build up of brake-cylinder pressure, which gives a somewhat snappy action to the brakes, and to overcome this, tests are being made to determine just what is required to bring about the desired result. The cars you saw were no doubt some of those used in the test work.

#### WHISTLE SIGNAL FAILS TO BLOW

**Q.** Here's one on the whistle signal that I am unable to solve: With signal line and train brakes fully charged the whistle signal will work O. K.; but if independent brake be applied the whistle signal will not operate. Why is this?

W. D. H.

**A.** Assuming that your engine is equipped with the E-T type of brake it means that the same reducing valve is used for the independent brake and the signal line. There is no reason known to the writer why an independent application of the brake would prevent the operation of the whistle signal, unless the application cylinder pipe leaked very badly so as to cause the loss of pressure, and while this is possible it is hardly probable, and no doubt a closer investigation would have shown you that an independent application of the brake was not responsible for the whistle signal failure.

## Questions and Answers

BY JAMES GREGORY

**Q** I have recently read where an engine under test had a certain amount of water heating surface and so much superheater heating surface. Please explain the difference and why it is not all bunched in the total heating surface of engine?

M. D. L.

**A.** The water heating surface is that of firebox and flues. The superheating surface is represented by the superheater units and header in front end. They are not classed the same, their functions being different. One generates the steam in the boiler, the other superheats it in its passage from boiler to cylinders.

**Q.** We have adopted what is called the rectangular exhaust nozzle instead of the round or circular nozzles. How can the round stack operate successfully with such a nozzle? One would think the round stack and round nozzle would be a perfect combination. What is there to it anyway? We are getting good results for steam; how about the power, is that affected any?

R. R. M.

**A.** One would think a round exhaust nozzle would discharge a circular exhaust column, and ordinarily it does, but not in the locomotive. In this case the exhaust steam enters the nozzle from its sides only. The force of the exhaust, say from right cylinder, exerts a pressure against the left inner surface of nozzle box through which the steam is conducted to the nozzle opening, but the effect of suddenly turning the side or lateral course of the steam so abruptly is to cause it to rebound from the side of nozzle box, so as to enter the stack at an angle by which this exhaust from the right side of engine is caused to strike the right side of stack. The exhaust from left side of engine has the same effect, though in the opposite direction, causing what is popularly known as crossfiring of the exhaust in the stack.

The result of this action is that the stack is filled with exhaust steam alternately on the sides, but not at the front and back halves of stack, a condition which weakened the inductive force of the exhaust for draft production by chok-

ing off the circulation of gases at the side and leaving too much space for effective action in front and back parts of stack. Mr. D. R. McBain, superintendent motive power of the N. Y. C. & H. R. R., tried a triangular smokestack to correct the fault with partial success, then going farther he made the rectangular nozzle, which has been a complete success wherever tried in so far as it relates to draft producing and steam making, for by making the nozzle opening across less than it is lengthwise, the crossfire action is corrected so the discharge is more nearly circular, in which form it passes out through the stack, giving the maximum of efficiency for steam making.

As to its influence on the power, it may be said there can be no claims made on those grounds, excepting that it is found that a larger area of nozzle opening may be had with the rectangular type, which should balance any restriction to the exhaust from the narrower area of the rectangular opening, at least, and it is claimed the new type of nozzle makes a more free working engine than the circular type, which would naturally follow, account of the greater nozzle area the rectangular type of nozzle affords.

**Q.** Why are arch tubes so much more in need of close inspection than other flues which really cannot be inspected excepting at the joint with flue sheet? R. H. M.

**A.** You will notice that the pressure on arch tube is from the inside, which in itself makes a great difference in its resisting power, as compared to the ordinary boiler flue, having the pressure on the outside. This fact helps to account for the greater number of bursting arch flues, and also explains the fewer number of bursted boiler flues, as the flue, from the very nature of its form, will stand much more external than internal pressure.

The size of the arch tube, together with its more severe service, and dangerous location, makes it call for close inspection, and the slightest defect, especially if due to overheating from the presence of mud or scale accumulation, calls for its immediate removal.

**Q.** We have had several derailments of tenders here of late. We have put com-



partments within the tanks to reduce the wave effect of the water on curves, but the tenders will become derailed now and then anyway, and the strange thing is it happens in nearly every case on straight track. What would cause this, and why would it be confined to a certain class of engines? Has speed anything to do with it?

W. R., Div. 10.

A. When we look into the cause of such derailments, we can understand why they are more liable to happen on straight track than on curves, where it is usually supposed derailments would be most likely to take place. The so-called "wave" force of the water in tank is the primary cause of the trouble, which acts as follows. When tank is being run at high speed and the truck wheels drop into low spots or uneven surfaces in the track, there is a tendency of the water to rush to that (low) side of the tank. The water of course is slower of action than the truck, which may have passed the depression and is coming to the top of a higher point, so the upward action of the truck meeting the tardy downward movement of that side of tank, induced by the action of the water, tends to exert a double force against the side bearings on that side, and unless those bearings are so located that the shock produced is absorbed by the rail on that side, absolutely, then derailment may follow. The chief fault of tender truck designing has been in placing the side bearings too far out, thus giving the force of the blow referred to a leverage by which the opposite end of truck, or the opposite wheels of truck, are lifted clear off the rail, and when they drop may strike top of rail, or even go outside of it and cause derailment.

The proper location of the side bearing is at a point directly in line with a line drawn from the center of gravity of the tank. When so located, the lateral force referred to is absorbed fully at that point of contact of wheel with rail, while if the bearings are outside of that line there is a leverage gained by which this downward force causes the opposite end of truck to be raised, as before stated.

That derailments from this cause rarely take place on curves is because the flanges

of wheels on outside of curve prevent. As for the effect of speed, it is reasonable to suppose that the action referred to is accentuated by high speed. When derailments take place on curve it would most likely to be the result of a sharp flange or defective track.

Q. What is the meaning of "concentric" as applied to a steam cylinder? Is there a concentric compound engine, and if so, how did it operate or how was the steam used?

S. M. D.

A. Two circles of different diameter drawn from the same center are said to be concentric. Mr. A. W. Johnston, superintendent of motive power of a Mexican railroad, had such a compound engine a good many years ago. The cylinders were one inside of the other, the inside one being the high pressure cylinder. The steam ports through which the steam passed from the high to the low pressure cylinder were in the cylinder heads, they being made especially thick for that purpose.

Q. What are the advantages claimed for the so called connectors, devices for coupling hose lines between cars?

R. M. S.

A. The claims for the connectors are they promote safety, in that they prevent the need of trainmen or others going between the cars, preserve the hose and couplings for long periods, insure almost absolute proof against leakage of either air or steam connection between cars, with the result that the smooth braking of trains is possible to an extent not known with the old method of coupling up hose between cars. The advantage claimed for it is that it is especially effective in cold climates where much trouble results from air hose becoming kinked, and so stiff as to open the coupling if the draw bar has had much stretch to it.

Q. Is the flange oiler used on any but locomotive driving wheels? How much oil would it require to run one driving wheel 100 miles?

W. R. G.

A. The flange oiler may be used on any wheel of a locomotive and is used on other wheels besides the drivers, and even on cars. There is no doubt of its reducing flange wear to the minimum as well as

offering a protection against excessive cutting of rails on curve, as well as frogs and switches. It no doubt very naturally reduces train resistance with the reduction of flange friction, thus showing a train of benefit to be derived from its use that would seem to hasten its introduction. It is one of the faults of some inventions that the benefits are not sufficiently positive to prove their merit without a detailed investigation of its actual performance. We want to see the results without the trouble or outlay of money to get them in a systematic way. The flange oiler is in that class.

By figures we have obtained from the Detroit Automatic Flange Oiler, we can say that "one pint of oil will properly lubricate the flange of one driving wheel from forty to eighty miles, depending on track conditions, type of engine and class of service involved."

Q. Is an engine that has been disconnected on one side a single acting engine? If not, what is? R. S.

A. A single acting engine is one which exerts power on one side of the piston only, as for instance, a gas engine. A locomotive disconnected on one side would be a single engine, but would be a double acting engine as it exerted power on both sides of the piston.

Q. What is the purpose of the furnace door deflector on locomotives? R. S.

A. The deflector is used to deflect the air that rushes in when the furnace door is open; for, when putting in a fire, it will not strike the flues directly as it enters the firebox, but will first be brought in contact with the surface of the fire which heats it before entering flues; thereby it is claimed, a saving in the life of the flues is effected, and it is a very reasonable claim.

Q. I have read that scale one-tenth of an inch thick has the same effect in its hindrance to the conduct of heat in a boiler as a steel boiler plate ten inches thick. If that is true, how do we manage to get steam out of engines having that or almost that amount of scale on all heating surfaces of the boiler? R. M. S.

A. The figures you quote may be a bit extravagant, yet we know that scale is a poor conductor of heat. That boilers in

which there has accumulated much scale will still make steam, as is often proven in practice, does not wholly disprove the correctness of the comparison offered, for it is a well known fact that there are tricks of the trade, such as exceedingly small nozzles that will, though it be at a great loss of power, make engines steam well enough to do the lesser amount of work the engine is capable of doing under such nozzle restrictions, and that fact often leads to the erroneous conclusion that a little scale, or even a great deal, doesn't make much difference. We note that with the restricted nozzle the fuel consumption is multiplied also, which goes farther to prove the effect of scale on the conduction of heat in boilers.

Q. A comparison between the ideas of valve setting today with those of a generation ago shows that there is a tendency to give less lead to the valve than formerly. It is said that the practice of throttling the steam in the days past was responsible for that manner of setting the valves. In what way did the handling of the throttle tend to affect the setting of valves? R. M. S.

A. There is no doubt an intimate connection between the more liberal lead of former days and the throttling of steam, but we rather incline to the opinion that the excessive lead was the cause of throttling, rather than that throttling of steam was the cause of the greater amount of lead or other days.

Q. Will a blower prevent smoke? I can see how a jet of steam blown directly against the fire operates, as some of our smoke burners do, but what influence the blower discharging into the stack can have on the smoke doesn't seem so plain. Our rules call for the use of the blower to prevent smoke. MEMBER.

A. It is the rule on many roads to use the blower, and in some places to also open furnace door when engine is drifting until smoke has been cleared from fire. The smoke is not burned by the use of the blower, to any extent. There is no doubt but the action of the blower by stimulating combustion will consume a larger proportion of the carbon of which smoke is largely composed than when combustion is suddenly and almost com-

pletely checked as when engine with a "green" fire is suddenly shut off.

Real smoke burning can only attend perfect combustion. The use of a cracked throttle, or the opening of furnace door, or the use of blower tends to dilute the smoke that escapes from the fire, and gives the appearance of a smokeless stack, when the fact is the smoke has been merely diluted with the steam and air mixed with it, when these practices are resorted to. Smoke is burned only when the conditions are such as to produce a near approach to perfect combustion.

**Q.** Of what use are the air flues in side sheets of firebox? The engine I am running has three of the flues two inches in diameter.

**MEMBER.**

**A.** These tubes are for the purpose of admitting air into firebox above the fire to improve combustion. While the principle may be correct, the fact that the openings are fixed regardless of the nature of the work or the quality of fuel or condition of fire, seems to stand against their usefulness. There is no doubt of their benefit when the conditions are just right, but locomotive service varies too much for fixed openings of this kind, and the conditions of fire, particularly as to closeness, or depth, have a direct influence on the volume of air admitted, which is apt to be excessive in many instances, thereby defeating the very object the admission of air above the fire is supposed to promote.

**Q.** Do air flues tend to cause fire to clinker? We use them here and we think they make clinkers form, but cannot explain how it comes, but it is a fact just the same.

**W. R. G.**

**A.** If an engine is worked very light, or fire is carried heavy, one can see how clinkering could be induced by the admission of air above the grate, as it would tend to prevent any agitation of the fire from the force of draft by weakening it, as it does. This would be especially noticeable with the use of certain kinds of coal that require constant movement by action of the exhaust to prevent clinkering.

**Q.** What is the Duplex locomotive? Where are they run and what is their particular advantage?

**ENGINEER.**

**A.** The Duplex locomotive is used on

the Southern railway. It is nothing more or less than an ordinary Mikado engine having cylinders and driving wheels under the tank, as a sort of auxiliary engine to be used to assist the main engine over certain grades on the road. The auxiliary engine is made from scrapped engines, and while the steam must be supplied to both engines by one boiler, it was found that by reducing the cylinder diameter of the main engine, also that of the auxiliary engine, the boiler capacity would be sufficient to maintain maximum steam pressure for a period of little less than an hour or long enough to get the trains over the grades on the road where one engine would not be able to do it.

**Q.** I would like to know through the JOURNAL what is meant by tire clearance? Also what is it that curves an eight-wheel yard engine having flanges on all tires?

**MEMBER DIV. 37.**

**A.** By tire clearance is meant the space allowed between the flanges of a pair of wheels and the rails. As to your second question—what you evidently desire to know is how can an eight-wheel engine, that is, an engine having eight driving wheels with flanges on every wheel, curve, unless there is something to prevent the flanges of the wheels of the almost rigidly connected engine from binding so engine cannot be moved, or so it will leave the rails. Now that brings us back to your first question on tire clearance.—On engines such as you mention there is a liberal amount of tire clearance allowed, particularly on front and back pairs of wheels, so as to enable the engine to curve as freely as possible. In some cases there is also a certain amount of clearance or lost motion allowed between the driving hubs of forward and back wheels and their driving boxes to aid the engine to round curves without excessive strain or friction.

**Q.** What is the largest driving wheel in England? The largest in the United States? Is there any driving wheel in England measuring nine feet? What is the fastest train schedule in the two countries?

**R. C. S.**

**A.** The largest driving wheel used in England is eight feet in diameter. The largest diameter of driving wheel used

in the United States is seven and one-half feet.

The fastest train schedule in the world, for the distance, is on the New York Central. The train is known as the Twentieth Century Limited, and runs between New York and Chicago, 979 miles in 20 hours, an average speed of 48.9 miles per hour. The Great Northern of England has a train running between Darlington and York, a distance of 44½ miles, in a schedule time of 43 minutes or 61.7 miles an hour, and there are others over there exceeding 60 miles an hour for short runs.

We have trains in this country running on equally fast schedules, notably those of the Philadelphia and Reading which operate a number of trains over the division between Camden and Atlantic City, a distance of 55 miles, at an average speed of more than 60 miles an hour. The Pennsylvania also runs trains at an average speed of over a mile a minute for short distances on several of its lines.

Taken as a whole the speed of both passenger and freight trains in England is higher than here. This is owing chiefly to the lighter equipment and better roadbeds of English railways.

**Q.** How do the United States and England compare in modern equipment of locomotives and rolling stock? Do they still use the old screw throttle valve in England?

R. C. S.

**A.** The chief difference between them is in so far as the locomotives are concerned is in their design. All modern appliances such as lubricators, air brakes, brick arches, superheaters and other up-to-date devices are used in both countries; there is, however, some radical differences in our locomotive models, as well as conveniences in car construction, particularly noticeable in passenger equipment, the English car being so different in design to our standards that we may at first think they are inferior, yet they seem to satisfy the wants of the traveling public there quite as well as our type of cars do our own people.

The screw throttle valve you mention is still used in England, though perhaps to a lesser extent than formerly.

**Q.** With this same train, and the brake pipe cracked about one-half off near union

under brake valve, and leaking enough that I made two railroad crossings and one station stop by just lapping the valve and when making a slow down, following another train very close, I had to set the brake as the train ahead stopped. I made a very light reduction and put the valve on lap and the exhaust stopped as soon as I lapped the valve. About this time the train ahead started and I moved the brake valve to full release and out came a drawbar from the front end of the second car from the engine. The train was moving at a speed of about three or four miles an hour when I undertook to make the release.

ENGINEER.

**A.** As an engineer, you have, no doubt, many times received instructions that when braking a train the brake-valve handle should never be moved to release position while the brake-pipe exhaust port was open, as this would result in a quick build-up of pressure at the head end of the train, causing a prompt release of these brakes; while the air from the rear portion, still in motion toward the head end, will cause the brakes at this end of the train to apply harder, the result of which you are, no doubt, aware. Now, in your case, while the brake-pipe exhaust port was not open, yet air was escaping from the brake pipe through the break in the pipe; therefore, the result was the same as though the brake-pipe exhaust port was open.

**Q.** I have noticed on the Mallet engine we have, with Walschaert gear, the high pressure, the rear engines are coupled up for inside admission, and the leading engine the low pressure for outside admission. Would like to know why the low-pressure engine could not have inside admission valves same as the high-pressure engine?

ENGINEER.

**A.** There is no reason why the inside admission valve could not be used on low-pressure engine. The Erie Mallets have inside admission on low as well as high-pressure cylinders. It is not due to any reason relating to the better use of the steam but rather to the greater convenience which the construction of the outside admission affords to the type of engine you refer to.

**Q.** Is there any danger of branch pipe

bursting, or any other trouble, if boiler check sticks open wide? What can be done in that case? YOUNG RUNNER.

A. If the usual methods fail, such as tapping check with hammer, after reducing pressure in branch pipe as much as possible by opening frost cock, or even slacking off on pipe joints, and if there is a stop check between check valve and boiler, shut it off and proceed. If there is no stop check just shut off water ram and rely on the other injector. If there be time to do it, or there is any doubt as to the reliability of the left injector, if the engine has a stop check, the valve of boiler check may be taken out and the cause of sticking removed. A stop check is a cock in the neck of boiler check between valve and boiler which can be shut off if desired. There is no more danger of a branch pipe bursting with check stuck open than when injector is working.

Q. What is meant when it is said, as in the report of the Fuel Association, that the taper stack for locomotives is the most flexible type? J. H. H.

A. The word flexible as applied in that case related only to the principle of operation of the taper stack in conjunction with the exhaust steam passing through as a draft producer, and its flexibility rests on the belief that it may be used effectively on a greater variety of sizes and types of locomotives than any other design of stack without change of dimensions.

Q. Does it make much difference as to length of stack in the steaming of an engine? We used to have much longer stacks than now. H. H.

A. The longer stack is most favored. Where engine is too high to permit of a reasonably long stack it is run down into the front end. The trend of practice in this direction has caused the removal of the petticoat pipe and brought about the return to the low nozzle.

### Some Ideas on Fuel Economy

GOODLAND, KAN., April 30, 1917.

EDITOR JOURNAL: Fuel economy is absorbing attention of all railroads, and experts have scattered figures over a vast area in an effort to determine the exact

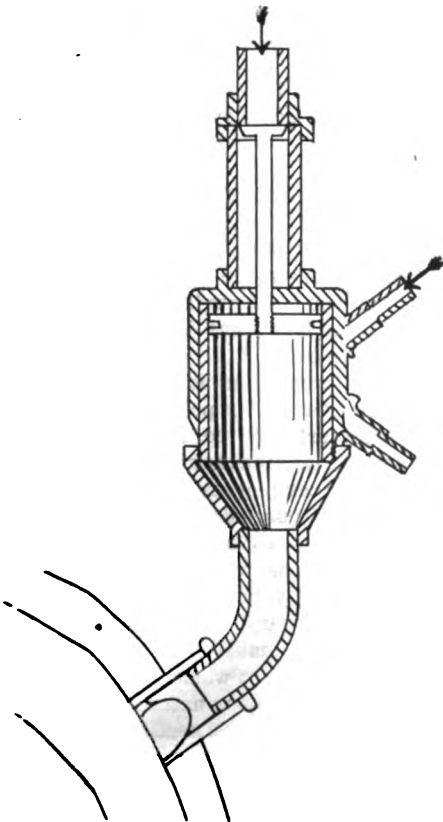
expense incurred by allowing a locomotive to use her pops, and willing to admit it as an additional expense, if all conditions were perfect. I have no fear of contradiction from any experienced fireman or engineer in making the statement that the engine which is prone to pop off in road service is usually light on fuel. Increasing the nozzle tip seems to be the chief inspiration of many fuel economists, and this procedure has increased the ballast on some roads with unconsumed coal, through the medium of firemen alternating their time between dangling on the end of a grate lever and cleaning ash pans. Even some who have yet much to learn in regard to drafting locomotives have discovered that no two engines can successfully bedrafted exactly alike, and for some undiscovered reason a certain kind of draft which seems perfect for one locomotive requires changing to get good results when applied to another, though it be of the same class. Many who have made a study of this matter believe that this condition is brought about by a slight variation in the exhaust of different locomotives; however, as far as we have been able to learn, no definite information has been given on the problem, other than such a condition does exist, and regardless of money which may be spent educating men, the best results in fuel economy will not be obtained until the situation is mastered by assigning a regular crew to each locomotive. Reducing lubricating expenses is also receiving much consideration, and mitigates against fuel economy, as it requires more than a hundred pounds of coal to compensate for each nickel which is saved by insufficient lubrication. Many master mechanics and some engineers are of the opinion that the affected parts will show immediate wear if the engine is not getting oil enough, and argue from this standpoint; but the contention is not well founded, as it may be demonstrated by experimenting that it is possible to stint an engine on oil without creating noticeable damage to the machinery, and yet fail to get efficient service from the locomotive for lack of lubrication. Some who have noticed this condition closely are convinced that the

superheated locomotive is not efficiently lubricated unless live oil appears on the piston at all times while the engine is working, and if any doubt this assertion they can prove or disprove it by making a long hard run for water which a thoroughly lubricated superheater will make, and then try the same run with one that is not, and if they are not convinced before reaching the desired place, with stinted lubrication, further proof would be a waste of effort.

Yours Fraternally,  
J. L. BOYLE.

### Flange Lubricator

The Economy Flange Lubricator, cut of which is shown herewith, is the invention of Brother C. H. Jefferey and Mr. F. S. Gabris. This device is designed so it may be adjusted to suit any conditions where the lubricating of the driving wheel flanges is desired.



It may also be used on street cars, also on suburban or elevated cars.

The invention consists simply of a receptacle for containing a supply of grease, also providing suitable means for feeding grease to the wheel flange and other appliances by which its operation may be controlled from the cab in a most convenient manner. D. W. M.

### Effects of Fatigue on Men in Train Work

BY JASON KELLEY

One of the most common causes of accident to employees in train service is fatigue. Lowering the vitality of the workman robs him of that alertness of mind and body so essential to guard against the various dangers ever present in some form or another in train operation.

The manufacturer would not think of working men for 16 hours or more, as was the rule on the railroads some years ago, but has since been modified, where the Hours of Service law is yet being respected. It would not pay to do so, as men are not able to render efficient service after they have become tired, and the more responsible the work the less able are they to measure up to the required standard of efficiency. In train work, particularly, where neglect or oversight or an error of judgment of one man may be followed by disastrous results, it is essential that the physical condition of the worker be not lowered below a certain standard, and while this, as a theory, appeals to the judgment of any fair-minded man, it has been so often demonstrated in practice to practical men right on the ground that many accidents have happened that could be directly traced to excessive fatigue of men engaged in every department of train operation.

The recent controversy between the railroads and the Brotherhoods looking to a reduction of hours of men in train service has brought out a rather liberally expressed opinion, that since the physical effort of men putting in long hours getting over a division of road is not continuous, that there are periods during which the mind and muscles may relax, as when lying on siding, etc., that the aggregate number of hours should not be considered

in summing up the measure of fatigue resulting from a long trip.

An expert opinion on that point, if any such thing is needed to disprove that claim, says: "The number of hours a man is compelled to remain on duty has a direct bearing on his physical condition, regardless of whether the physical effort put forth is continuous or intermittent, and he is less able to successfully guard against the hazards of occupation after a certain amount of physical exhaustion."

### The Square-Deal Committee

Mr. D. C. Buell of Omaha, Nebraska, Director of the Railway Educational Bureau, writing on the subject of the general uplift of the railway employee, in the *Railway Age Gazette* of February 9th, among other things recommended that a committee to be known as the "Square-Deal Committee" be added to our present railroad organization, for the purpose of improving the efficiency of the employee, as well as his general intelligence and capacity for increased responsibility. His suggestions along these lines are interesting, and the thought itself has much of originality in it, coming from such a source, in that it clearly concedes there are conditions existing on our railroads which call for the combined efforts of the employer and the employee to correct. The labor organizations have been trying to do the very thing that Mr. Buell suggests, but it has been a rather one-sided game, through lack of co-operation of representatives of the railroads.

Yes, there has been a demand for the "square deal" these many years, but the railroads have, as a rule, tried to ignore the fact. Their interest in improving the conditions, the faults which Mr. Buell seeks to correct, has been decidedly lukewarm, if not really antagonistic. They have always seemed to follow a certain established principle of management which narrowly looks to the interest of the railroad to the neglect of the welfare of the employee, as though their interests were opposite. This attitude of the railroad was what brought into existence the railroad brotherhoods, who have been conducting a campaign against the railroads for fair play for a long time—if not

with ideal success, they have at least improved some conditions concerning them. They have accomplished this in the face of the most strenuous denial and skillful opposition of the railroad officials, in a manner often disagreeable, invariably expensive, and in effect it has been the means of hindering the growth of that spirit of loyalty in the employee which is one of the greatest assets of any company employing labor, but all the more so on account of the peculiar nature of the railroad service in which the responsibilities of the average employee are incomparably greater than those of employees engaged in any other industrial pursuit.

The policy of the railroads seemed that they were always holding back much which they knew was due the worker; but upon demand, backed by organized force, they would yield a portion of it, a little at a time, giving one the impression that they feared the supply of fair dealing might become exhausted and they would have nothing with which to appease the wolfish employees, excepting their lives.

It is about time the railroads awoke to a realization of the shortsightedness of that policy which they have been pursuing so long. The operation of the proposed plan of having a "Square-Deal Committee" as a sort of clearing house for the troubles of the rank and file will be awaited with interest by those whose experience has made them believe that about all you get from the railroads in the way of fair treatment is what you can force them to yield.

No, the proposition is not new, as seen from the workman's point of view, but it would certainly be a revelation to witness the railroads actually co-operating with their employees to the end of securing a "square deal."

There is no doubt but the railroads would profit most by the move in every conceivable way, but the love of authority and the arbitrary exercise of it is as strong in the make-up of the average railway official as a woman's love for a fancy hat, and human nature is not likely to undergo the change needed to make a success of the proposed committee without considerable pressure from "higher up."

J. D. W.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

CLEVELAND, O., May 3, 1917.

## EDITOR TRAIN RULES DEPARTMENT:

No. 16, a first class train of the superior direction, received a message to detour over a foreign line from B to C, and at the same time it received an order that engine 910 would run as No. 16 from C to E.

B is a telegraph station where No. 16 leaves its own rails. C is a non-telegraph station.

When No. 16 arrived at B the train order signal was at stop. Is it necessary for No. 16 to receive a clearance card on the train order signal? Is there any reason why a train order could not be put out at B for No. 16, which would restrict the authority of No. 16 between C and E?

J. E. T.

A. There is no reason why a train order could not be put out at B covering movement from C to E, restricting the authority of No. 16, or otherwise; providing that the train order signal at B was located at a point where No. 16 would have to pass it before going to the other road to detour. If it was not so located an order could not be placed at B for No. 16 without making some special arrangement for the delivery of the order.

In regard to the clearance at B on the train order signal, No. 16 would be required to get a clearance on the signal if it had to pass the signal on its own rails at B, before going to the foreign road. If it went to the foreign line before passing the train order signal, no clearance would be required.

OSKALOOSA, IOWA, April 23, 1917.

## EDITOR TRAIN RULES DEPARTMENT:

No. 394 is due to leave A at 7 p. m. on time-table No. 8, the 31st.

No. 296 is due to leave A at 1:45 p. m. on time-table No. 8, the 31st.

Time-table No. 9 taking effect on the 1st makes No. 394 due out of A at 1:25

p. m. and No. 296 due out at 6:45 p. m.

No. 294 is at A at 12:01 a. m. when the new time-table takes effect. Can No. 294 still retain the schedule of time-table No. 8 and depart as No. 294 and use the schedule of time-table No. 9?

No. 294 and No. 296 have been changed on the new time-table as No. 296 is a turn-around run?

R. M. G., Div. 146.

A. Providing that there are no changes in the schedules which are forbidden by Rule 4, No. 294 will proceed as No. 294 from A.

The fact that the turn-around run has been changed from No. 294 to No. 296 has no bearing on the case at all. Rule 4 provides that when a schedule of the new time-table corresponds with a schedule of the same number of the old time-table, with respect to class, direction, initial and terminal stations, the train authorized by the old time-table will retain its train orders and assume the new schedule. It is not necessary that the train of the old time-table actually move from its initial station; all the rule requires is that the old time-table authorized the train.

ALLEGAN, MICH., May 2, 1917.

## EDITOR TRAIN RULES DEPARTMENT:

Regular trains 12 hours behind either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

Our instructions here are to the effect that when two times are shown at a station, say due to arrive at A at 10 a. m. and leave at 11 a. m., the train may flag in A at 10:05 p. m., 12 hours and 5 minutes late, and may proceed on its schedule when it receives a "31" or a "19" train order to do so. If so, what becomes of the orders held by the train before it arrived at A to meet trains beyond A?

H. M. T.

A. When the train arrives at A more than 12 hours behind its arriving time it has lost both right and schedule and can only proceed as directed by train orders. But the schedule is still good for the movement of the train out of A and the dispatcher may, if he desires, direct the train to resume its schedule.



All train orders held by the train when it becomes more than 12 hours overdue become void, and it is the duty of the train dispatcher to reissue such orders as are necessary for the train to have. This is a very important point and one that the dispatcher must be fully alive to, otherwise there might be an accident by reason of some opposing train holding orders to meet the train at some point beyond A.

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LA PORTE, IND., April 21, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
 "Extra 100 meet 1st No. 93 at D and has right over 2d No. 93 D to A." Second No. 93 put a flagman on 1st No. 93 and went to D for extra 100. Second No. 93 is displaying signals. Can extra 100 go to A for 3d 93 on the strength of having right over 2d 93? M. H. T.

A. Extra 100 cannot move against 3d No. 93, for the reason that when extra 100 meets 2d 93 at D its order becomes fulfilled. Besides, an order reading 2d No. 93 does not affect the rights of 3d No. 93 nor restrict that train at all.

Each section has equal time-table authority. That is, the restriction of a leading section cannot restrict a following except by the fact that one section cannot pass another without becoming that section and, therefore, must exchange orders. That is, if 3d No. 93 passes 2d No. 93 it must change orders and must run as 2d No. 93. This is the only reason why No. 86 can proceed against 2d No. 75 to D when it holds an order to meet 1st No. 75 at D, otherwise it would have to have an order to meet 1st and 2d No. 75 at D, because each section has equal time-table authority.

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FORT WORTH, TEXAS, May 3, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
 On old time-table No. 2 is due to leave its initial station at 11:55 p. m. A new time-table takes effect at 12:01 a. m. showing No. 2 due to leave its initial station at the same time, although there have been changes made in the time at intermediate stations.

Can No. 2 leave its initial station on the preceding time-table and assume the schedule of the new time-table at 12:01 a. m.?

What does "corresponds in day of leaving" mean?

Rule 4 states that not more than one schedule of the same number and date shall be in effect on any district.

I understand that No. 2 would be dead at 12:01 a. m., and opposing inferior trains would have until 11:55 p. m. on the new time-table to make the initial station. H.

A. At 12:01 a. m. No. 2 may assume the new time-table schedule and proceed; or, should No. 2 fail to arrive at its initial station before 12:01 a. m., it would run as a delayed train and assume the schedule of the new time-table at its initial station.

Inferior trains must respect the schedule of No. 2 which is due to leave its initial station at 11:55 p. m., by the old time-table, with the knowledge that the train will assume the new schedule at 12:01 a. m.

The words "corresponds in day of leaving" can only refer to the day on which the schedule is due to leave its initial station. The Committee on Transportation ruled that it referred to the "days of the week on which the schedule was good" as shown at heading of schedule, but later the error of such a ruling evidently became clear and the same committee later ruled in such a way as to make the words refer to the date of the train, as they should.

Only one train of the same number and day can run, but the date of a schedule or train is determined by the date such schedule or train is due to leave its initial station. For example, No. 2 leaving A on the old time-table May 1, would still be a train of May 1 after assuming the new time-table schedule.

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### Marsh Discipline

To compel a man to accept re-employment in the service of any company as a measure of discipline for some infraction of rule classed as a dischargeable offense is not only unfair to the man but is a decidedly short-sighted policy as viewed from any standpoint.

The man who has suffered dismissal, for whatever cause, is usually humiliated enough to profit by the lesson of his ex-

perience, and it will call for all the reserve moral courage he may possess to re-establish himself in the service so as to regain his own confidence, as well as that of his superiors, under most favorable circumstances. If he must return under a cloud, if made to suffer the humiliation that attends going to the foot of the ladder again, he is not likely to regain that hope and feel the same degree of loyalty and encouragement he did when he stood there full of ambition possibly twenty years before.

If a man is fit to be retained in the service he is worthy of reinstatement to his former standing; not merely as a matter of fair play, but because of the fact that he becomes a more valuable servant of the company, which is, after all, the main thing to be considered. This is no secret; every railway official knows it.

They also know that the man who is made to accept a job at the foot of the ladder will naturally have a sore spot in his heart for the company and will do all he can to discourage loyalty of the younger men with whom he is brought in contact in the service, holding himself up as an example of the ingratitude of the company to which he has given the best years of his life, and the argument has its effect when backed up, as it is, by his own experience.

Yes, the railway officials know all that, but are willing to let the company suffer the loss resulting from such a policy, if through its operation they can destroy, or even cripple that arch enemy, the Senior Rule. The former represents a loss of dollars and cents in inefficient service, the latter a gain on the same lines elevates the character of the employee as well as that of the service, and has been one of the greatest influences toward stabilizing railway management in its dealings with its employees, yet they will prefer to re-employ a discharged man with a hope that by doing so they are giving the Senior Rule a blow.

No man can double the road of life or any considerable part of it without unusual discouragement, and a loss of a portion of the things for which we aim and strive, and which go so far toward mak-

ing life here worth living. Yes, the company whose policy is to put men back in service under such a handicap as re-employment is the loser, for there is a certain measure of hope and cheer necessary to the best development of the worker in any line of work, more particularly in that of railroading, and this is woefully lacking in the man who re-enters the employ of the company shorn of that which goes so far toward making him a loyal and contented servant of the company.

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### The Regularly Assigned Engine.

There is a fallacy regarding the advantages of the regular engine that should be laid away with some other things that have outlived their usefulness. The arguments in favor of it were first tolerated, perhaps on the grounds of a false sentiment, but the time has arrived, long ago, as we compute time in these days of rapid progress, when the defense of the old system must be classed as "bunk." We don't want to go back to the days when the engineer had to spend at least 25 per cent of his time in keeping up "his engine," receiving no pay, nor anything else for that matter, for doing so. If the system were again restored, and there is serious talk of it in some places, the engineers would demand wages for time spent on keeping up the engine.

He is not a wise manager who will deceive himself with the idea that the influence of sentiment will weigh heavily in favor of the proposed change. Autocratic, arbitrary rule, lack of human interest in the workman by his superiors and general indifference for men on the part of the company which has been so long illustrated in the policy of making them fight for all they get, have been the leading influences that brought about the death of sentiment and loyalty, the geese which for so many years had laid the golden eggs of free service by keeping up the regular engine.

Going back to the plans in operation for the care of power in the days of the regular engine would be as futile an experiment today as trying to restore youth by turning back the hands of the clock,

### Let Well Enough Alone

BUFFALO, N. Y., April 4, 1917.

EDITOR JOURNAL: There is much more good sound common sense than poetry contained in the saying, "Let well enough alone." That theory applies to many things in the affairs of mankind, but to none more aptly than in the conduct of our organization, and more especially to the matter of our representation at conventions. Anyone can figure out the number of dollars saved by reducing the number of delegates, say to one-half the number of Divisions, but nobody can estimate the loss in some other directions from such a policy of retrenchment. The main issue for us to consider at present is membership; that of holding all worthy members, and inducing all non-members who may be eligible, to join us.

In order to win the greatest measure of success in this respect we must keep alive the spirit of enthusiasm throughout the territory where the B. of L. E. is represented. A reduction of representation might have an opposite effect.

The B. of L. E. is not wholly a dollars and cents proposition in which every man looks out for himself; there must be an active spirit of mutual interest between the members operating all the time; not here and there, but everywhere there is a Division of the B. of L. E., in order to keep alive that active spirit so necessary to the future success of the Order.

In former years we held conventions every year. Our growth called for that. When the foundation work of the institution was built we changed to holding them every two years and later to holding them but once every three years.

But while the foundation of the B. of L. E. is solid and it is at present enjoying a degree of prosperity that reflects credit to all, particularly to the officers of the staunch old ship, and while it promises even greater prosperity for all in the future, the time has not yet arrived, and perhaps never will, when we can say our work is done, or so nearly so that we can afford to adopt any policy of economy that will in the least measure dampen the enthusiasm of our members.

Those against whom we are organized for protection are ever vigilant, ever ac-

tive, and any letting down of activity on our part might mean a weakening of the fiber of the rank and file of the B. of L. E. to a point where disaster might overtake us.

There are a lot of our members who complacently view the situation at all times, leaving it to the other fellow to fight the battle for him, believing that his duty as a member ends with the payment of his dues. That kind of a Brother is usually in favor of any change that will reduce his expenses, taking it for granted that others will see that no harm comes to the B. of L. E. just as he has always reasoned; while the more active Brother, the one who has been on the firing line many times, knowing from experience the value of a live interest of the rank and file as an influence in support of a committee, will cheerfully pay the cost, knowing that it is as seed sown in fertile soil, and that which is necessary for the support of a committee of the B. of L. E. is needed for the progress and preservation of the whole institution.

JASON KELLEY.

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### Deraillments

An official report of train accidents for July shows that 90 per cent of the deraillments were to passenger trains. The report covers only accidents in which serious personal injury or loss of life resulted.

Some of the causes assigned for the deraillments were as follows: Soft tracks, broken rail, tender leaving track, defective rail, broken wheel, broken side rod, landslide, etc., while for some no reason is given. The nature of the causes reported, also the extremely large percentage of passenger trains included, seems to point to the fact that the track was not fit for high speed trains.

This seems to be a prevailing fault of American railroads, where the number of deraillments are reported as 100 times the number in Great Britain for the same proportion of mileage and much greater than that of any other foreign country.

The American railroads have apparently been making strenuous efforts to minimize the number of train accidents

in recent years and with some measure of success, but as the principle of safety seems to be founded on a basis of dollars and cents, it is likely that the financial outlay needed to install the only real, if not absolute, preventative for derailments, safe tracks, would be greater than the economy resulting from the preventing of such accidents on some of our American railroads. If this be so, as it appears to be, we may expect in the future as in the past to read reports of derailments due to just such causes as shown in the report for July; so, in addition to the nerve-racking nature of high speed service, under any conditions, must be considered the constant worry to the enginemen incident to running on poorly conditioned, yes, in some cases, positively unsafe tracks; but, unless some unforeseen power intervenes, the enginemen will have to put up with that condition so long as the railroad companies consider it a good bargain to pay the price.

#### Counterfeit Consolation

That portion of the press most friendly to the railroads professes to see some consolation in the ruling of the Supreme Court on the constitutionality of the Adamson law, by putting the construction on it that it paves the way for compulsory arbitration, which is but another way of saying, paves the way for another fight between the railroads and their employees. The militant attitude seems to be popular nowadays, and there are times when it is the correct thing, but for the railroads or their employees to be forced or tricked into any settlement that would handicap either in their future efforts to secure that which is their just due would be a mistake. What is needed at present more than anything else, after the eight-hour principle is applied, is to return schedules to normal conditions.

The railroads desire it as do the employees also, and the country in general rejoices at the prospect of the long period of industrial peace and prosperity the present outlook promises. This being so, it would seem that the literary efforts of some of the pro-railroad press might be better employed than fomenting strife or even bad feeling between the railroad

companies and their train service employees at this time.

#### Avoid Boasting

We are in receipt of requests from some of our members to publish matter complimenting the engineers on certain roads for the "strong front" they put up in the late eight-hour day contention.

We wish to call attention to the fact that the loyalty of the members in the late concerted movement was not confined to a certain road or group of roads, but was general, so much so that the men in no particular territory are entitled to or really desire special mention. Of course, those who were compelled to disclose their hand made a creditable showing, but that would have been the case all down the line.

Another feature we desire to call attention to is, that boasting, even of the other fellow's merit in the contest, is not good form. The battle is over now; it is the desire of all concerned, no doubt, that peace be restored, and that all bend their energies to solving the problems that concern our daily work in the handling of engines and trains. Thus will we best serve our own best interests as well as that of our employers and all others concerned.

#### New Manager for the Pennsylvania

Elisha Lee, assistant general manager of the Pennsylvania Railroad and chairman of the National Conference Committee of the railroads, has been appointed general manager of the company. He began the duties of his new office recently. He succeeds the late S. C. Long.

Mr. Lee entered the service of the Pennsylvania as a rodman. He was rapidly promoted from one important post to another until in 1911 he was made assistant to the general manager of the "lines east." In 1914 he left this position to become general superintendent of the Philadelphia, Baltimore & Washington railroad, and two years later became assistant general manager of the Pennsylvania System. — *Associated Press Dispatch.*

## Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

### Anti-Injunction Law

By the hardest kind of fighting and good headwork Minnesota trade unionists secured the passage of an anti-injunction law in the closing hours of the state legislature, April 28. The bill passed the house, but the senate judiciary committee voted to report the bill for indefinite postponement. The unionists succeeded in overturning this recommendation and on the last day of the session 35 senators voted to suspend the rules and put the bill on final passage. Advocates of the measure had one vote to spare, as 34 was necessary for passage.

The law declares that "the labor of a human being is not a commodity or article of commerce" and that the right to labor or to carry on a business "shall be held and construed to be a personal and not a property right." No injunction can be issued in any case growing out of a dispute concerning terms or conditions of employment unless necessary to prevent irreparable injury to property or to a property right, for which injury there is no adequate remedy at law, and such property or property right must be described in the application and sworn to by the applicant for an injunction.

Courts are prohibited from issuing injunctions against the doing of any act or thing by strikers which might lawfully be done in the absence of such dispute by a single individual.

It is specifically declared that no restraining order or injunction shall prohibit workers from striking or from urging others to join them; from picketing or from ceasing to patronize any party to such dispute or from recommending, advising or persuading others by peaceful and lawful means so to do. No person shall be indicted, prosecuted or tried in any court of this state for entering into an agreement to better working conditions or for any act done in pursuance thereof, "unless such act is in itself forbidden by law if done by a single individual."—*Weekly News Letter*.

### Courts Can't Stay Workers' Freedom

"If the United States Supreme Court is permitted to continue its policy of setting aside legislative enactments, legislative bodies will become mere debating societies," says Editor Skemp of the *Painter and Decorator*.

"The trend in this direction," he says, "is shown clearly in the 'by-the-way' in the decision handed down upon the Adamson law. The court deliberately digressed from the question before it—as to whether the Adamson law came within the scope of the power to regulate interstate commerce conferred upon Congress under the constitution—and advised Congress to enact a law to provide for compulsory arbitration of industrial disputes and to abrogate the right of men engaged in occupations essential to public service to strike to enforce demands for better conditions. This advice will not be lost upon the corporation attorneys sitting in the house and the senate.

"The right to work or not to work is the only clear distinction between the free wage earner and the serf. The workers hold that right sacred, to be exercised whenever necessary in defense of liberties won and in the struggle for greater liberty. Congress should be slow to act upon the suggestion of this small body of men, the majority of whom, though profoundly learned in the law, are not close to the life of the people or in sympathy with progressive ideals."—*Weekly News Letter*.

### Unions in the Colorado Coal Mines

Two years and four months after the end of the Colorado coal strike of 1913-14, word comes that the United Mine Workers of America have signed an agreement with the Victor-American Fuel Company, the second largest coal company in Colorado, involving full recognition of the union, the check-off for union dues and provision for check weighmen on the scales.

To appreciate the significance of this development it must be recalled that of all the companies involved in the strike, the Victor-American Fuel Company was

regarded as the most implacable foe of unionism. Wherever there were "closed" camps, those of the Victor-American were closed the tightest. Wherever men who talked unionism were sent "down the canyon," they were sent a little faster and a little farther from the camps of this company than from any other.

Commenting on this bit of news from Colorado the *United Mine Workers' Journal*, the official organ of the union, says: "The spirit for organization that brought about the settlement with the Victor-American Company is not confined to the miners of this company only. The employees of the Colorado Fuel and Iron Company [the Rockefeller Company] openly announce that they are members of our union and demand agreements through the organization, instead of the 'almost as good' Rockefeller method of adjusting wages and grievances."—*The Survey*, April 4, 1917.

### Miners' Wages Following Food Upward

Something new in the industrial history of America—a 20 per cent increase in wages in spite of a wage contract that has a year still to run and as a result of a friendly conference instead of a strike—was brought about by representatives of the operators and the 225,000 miners in the bituminous coal fields of Indiana, Ohio, Illinois and western Pennsylvania. Immediately after, arrangements were made for a similar meeting in the anthracite field where the agreement has two years to run.

These conferences have grown out of the great increase in the cost of living. It was announced by the union that the miners were making no threats and that there would be no strike if the operators refused to grant the increases.

At the close of the conference, John P. White, president of the United Mine Workers, contrasted these orderly negotiations with the turmoil in England soon after the outbreak of war. There, it will be remembered, the workers were caught between the rising prices on one hand and the denial of the right to strike on the other. At the same time it was known that colossal profits were being

made by coal operators, and consequently in the summer of 1915, there was a strike of 200,000 Welsh coal miners, despite the law which established compulsory arbitration and forbade all strikes. To restore peace in a vital industry, the government overlooked the infraction of the law and brought pressure on the employers to grant the miners' demands. The action just taken has greatly improved the relations between the operators and the miners union, and will avert, it is believed, all danger of a stoppage of work during the war.—*The Survey*, April 28, 1917.

### Gives U. S. Control of Car Movements

The house committee on interstate and foreign commerce has made a unanimous report in favor of a bill that gives the Government supreme control in the matter of emergency railroad traffic. The interstate commerce commission is empowered to suspend, either upon complaint or upon its own initiative without complaint, the operation of any rules of railroads regarding the movement of freight cars, and is authorized to make any rules it sees fit. The proposed law would practically take from the hands of railroad managers the movement of cars, and is indorsed by the interstate commerce commission, state railroad commissions and various industrial and shipping organizations.

In its report on the bill the house committee said some of the reasons for the remarkable car shortage in the past few months were the lack of adequate terminal and yard facilities, lack of cars and motive power, holding cars for speculative purposes and lack of ocean carrying space.—*Weekly News Letter*.

### Taxing Wealth to Pay for War

A "test of patriotism" is being conducted by a newly organized committee in New York, known as the American Committee on War Finance. The test consists of a pledge, inserted in newspapers throughout the country, which places its signers on record as favoring legislation to take all profit out of war. Thus,

it proposes, that in case of war all net incomes of \$5,000 or over shall be subjected to a graduating tax ranging from 2½ per cent on incomes from \$5,000 to \$10,000 to a contribution on incomes over that sum which will permit of no individual retaining an annual net income in excess of \$100,000 during war.

Other clauses of the pledge call for reducing profit on war supplies to not more than 3½ per cent, and on food and necessities of life to not more than 6 per cent. Failure to furnish the Government with correct figures as to incomes and profits or to sell defective war supplies to the Government would make an individual or corporation guilty of a felony, punishable by imprisonment.

Seventeen committees have been organized in every section of the United States to obtain signatures to the 2,665,000 copies of the pledge which have been distributed and to insure the immediate adoption of such tax laws both by Congress and State legislatures. Responses to the newspaper advertisement of the pledge have swamped the committee's offices. Over \$30,000 has been contributed.

The organization committee: Owen R. Lovejoy, Amos Pinchot and John L. Elliot, of New York City, have all been identified with peace activities, but the present movement is being supported both by militants and pacifists. Its purpose is to discover by a sort of referendum of return pledges whether the advocates of war are willing to pay the price of war; whether the country is ready to be involved in a "dollar war" or a "war of humanity," whether the rich are willing to bear the burdens of war with the poor.

"If we have a war," appeals the committee, "the burden of fighting must be carried by those who are physically strong and fit to fight. The burden of finance must be borne by those who are financially strong and able to give. Above all, the war must be paid for as it proceeds, in dollars as well as in lives. There must be no crushing legacy of bonded debt to be paid in taxes by the men who have done the fighting and their children. Let us make this a cash war, a pay-as-you-

enter-war. Let all loyal citizens who have incomes above their immediate necessities volunteer their wealth."—*The Survey*, April 7, 1917.

### Worthy Labor Bill Killed

The Connecticut house has defeated a bill that would prevent women and minors from being employed in grinding metal on machines or on buffing work, although it was shown this work breeds disease.

Assemblyman Smith spoke against the bill as "a friend of labor." He said the plan was only intended to get the women and children out of the factories and get the men in at better wages. He believed the women could take care of themselves and should not be forced out of their work by legislation.—*Weekly News Letter*.

### Refuse Wage Increases

Union metal polishers, Hartford, Conn., are waging a vigorous strike against the Colt Patent Fire Arms Company, which forced these employees on strike September 8, 1915, because they asked that wages be increased 5 cents an hour with time and one-half for overtime. The polishers made every attempt to adjust differences, but the company declared it "was not in a position to grant the demands, as they were very unreasonable."

Last year, according to its financial report just issued, the company made a profit of 259 per cent, or \$6,345,731, and yet they say they cannot afford to pay metal polishers 45 cents an hour.—*Weekly News Letter*.

### Efficiency and the Labor Laws

Despite the experience of England, which indicates clearly that excessive overtime in munitions factories is not a war-time economy, the movement for breaking down the labor laws goes steadily on. Of four bills introduced at Albany as emergency war measures, three would remove labor restrictions. One suspends the railroad full-crew law for the duration of the war. Another provides that children of twelve years or older may leave public schools from April 1 to November 1 of each year during the war

and for two months after its termination, to work on farms. The third restrains the Industrial Commission from enforcing the labor law if, after investigation, it shall appear that its enforcement would interfere with the effective prosecution of the war.

Opponents of these bills make it clear that they stand for the effective prosecution of the war—that is exactly their reason for opposing the bills. The labor of children, they declare, leads to national weakness, instead of strength; English experience shows that a breakdown in labor standards means loss of efficiency. To be sure, the bill proposes that the laws shall be suspended only if it appears that their enforcement will interfere with the war, but since we know, they argue, that enforcement of the laws will not have that effect, why give the Industrial Commission power to suspend them?

In this connection attention is called to a significant statement of Secretary Daniels made in response to an inquiry from Prof. Irving Fisher, President of the American Association of Labor Legislation: "It is of great national concern," said Secretary Daniels, "that at the outset of war this country shall maintain a scientific program of legal protection for workers in the interest both of maximum production and human conservation. We must not permit overzeal to lead to the weakening of our protective standards and hence to the breaking down of the health and productiveness of labor."

On March 23 when the entrance of the United States into war appeared imminent the executive council of the American Association for Labor Legislation issued a public announcement warning against the danger "that men may be sacrificed to materials in the erroneous belief that unrestricted endeavor increases output," and outlining the essential minimum requirements "for the protection of those who serve in time of stress the industries of the nation." This was followed by a conference at Washington with the Secretary of the Navy, who declared that protective standards for workers who serve their country will be maintained at all costs. — *The Survey*, April 28.

## Employers Fought 12-Hour Day as They Fight 8-Hour, Russell Says

BY CHARLES EDWARD RUSSELL

It is a strange fact that every movement for the common good is fought as fiercely as if it were a plot to poison us all in our beds, always has been so fought, and probably always will be.

In every generation there is always about the same percentage of cavemen that throw fits all over the place at the suggestion of anything new.

As fast as the cavemen are driven out of a trench on any proposition they dig another like it two miles to the rear.

One hundred years ago practically all artisans, laborers and factory hands in the United States worked 14 hours a day.

In 1806, or 110 years ago, the shipwrights and calkers of New York became tired of this delightful program and humbly petitioned that they might have a day of less than 14 hours.

Then all the employers denounced this revolutionary and outrageous proceeding. They said it was tyrannical and threatened to destroy business and cripple industry. Also, it was needless, dangerous and revolutionary.

In 1840 President Van Buren was pilloried as a demagogue, a foe of business and a low person because he proclaimed 10 hours as the normal working day in all arsenals and navy yards.

At the close of the Civil War 12 hours was the general rule for artisans and in factories. Wendell Phillips was denounced as a depraved criminal, a scoundrel and a public enemy because he attacked it. He organized a 10-hour league to make war on the 12-hour day, and was never afterwards forgiven.

Fifty-one years have gone by since Wendell Phillips and the rest began to bombard the 12-hour trenches, and now the workers of this country are struggling for an eight-hour day.

But in 1903 the proposal was made to reduce the working day from ten hours to eight, and the National Association of Manufacturers put forth a manifesto against it, framed in almost the identical words of the shipbuilders' resolutions.

Meantime, although few of us seem to



know it, the eight-hour day is not only an established but an ancient institution in other parts of the earth.

For so many years it has been the law in Australia and New Zealand that when inhabitants of those countries can be made to understand that it really is an issue here, they look upon us as they look upon the Patagonians and Fuegians and other backward peoples. — *Cleveland Press*.

### Profiteers Checked by Federal Statute

In Wall Street, New York, it is agreed that the day for unbridled war profits is gone and that the Washington administration has concluded that if some people must contribute their lives, other people must at least be checked in an exploitation heretofore associated with war.

While many business concerns are placing their plants at the disposal of the Government, it is not generally known that recent legislation empowers the President of the United States to seize these plants any time he believes excessive charges are insisted upon or whenever the management of any plant does not give the Government preference in the filling of orders during war or when war is imminent.

It is whispered in financial circles that the reason managers of copper mines reduced the prices of copper for government use to 17 cents, or one-half the present market price, was because these managers became aware that federal authorities were preparing to set their own price on copper and that the 17-cent mark was made in the hope that prices would not be placed below that figure.

Under the army reorganization act, passed last year, the President is given unlimited authority to take immediate possession of any concern whose management refuses to give precedence to United States orders for military supplies in time of war or when war is imminent.

Seizure is also provided in the event of failure to refuse to furnish arms, ammunition, or parts of ammunition, or other supplies or equipment, "at a reasonable price as determined by the secretary of war."

Under this law "confiscation," "run-

ning our own business," and other shibboleths of business men are discarded as terms of other ages. Violation of this statute is declared a felony and the responsible heads of the offending individual, firm, company, association or corporation shall, upon conviction, be imprisoned not more than three years and fined not exceeding \$50,000. — *Weekly News Letter*.

### Wage Earners Must be Safeguarded

Samuel Gompers, President of the American Federation of Labor, in a statement to the Council for National Defense May 19, urged that American workers, especially those employed in the manufacture of munitions, be exempted from conscription for military service as far as possible.

"The fundamental demand which labor makes in connection with the conscription act," said Mr. Gompers, "is that representatives of wage earners must be upon every board, national, state and local, which has to do with the administration of the law. This demand is in accord with the methods found necessary in Great Britain and is founded upon justice and democracy. The wage earners will be vitally affected by selective conscription, and they ought to have representatives in such strategic positions.

"The spirit of labor in the nation's emergency has been generous and patriotic. They are willing to do their part and to give that which is a part of their very lives. They must be met in the same spirit of fairness and co-operation by both the Government and the employers, that the ideals of our republic may be maintained in the contest in which we are engaged." Mr. Gompers called attention to Great Britain's exemption of labor leaders from military service.

"All full time labor officials have been exempt," his statement continues. "This provision is based upon the recognition which the British Government gives to the importance of maintaining the work of the organized labor movement, and thus enabling it to perform its function as an essential element in organization for production. Practically all war agree-

ments affecting wage earners in Great Britain have been the result of conferences between the representatives of trade unions and the Government.

"When in Great Britain the question of the exemption of individuals in a particular trade arises, due to the change in the working arrangements in the establishment, the last person employed is the one to be released for military service. This simple regulation has prevented what otherwise might work a great hardship upon the labor organization, for all workers are familiar with the ingenuity with which employers can find reasons for discharging those who are active in the labor movement. If there were no such provision all 'undesirable' labor leaders would be drafted at once into the military service."—*Cleveland Plain Dealer*.

### End Rail Strikes by Fixing Wages

Legislation to prevent future railway strikes was proposed to Congress May 19, by Secretary Wilson, of the labor department. A commission of nine to fix wages on all railroads for three-year periods was suggested.

A bill submitted provides uniform pay on all roads engaged in interstate commerce and in the District of Columbia and provides heavy penalties for railroads paying more or less than rates prescribed.

Workmen could strike if they chose, but it would be illegal to pay them more than the amount prescribed or to change their hours. All wage rates would be based on an eight-hour law.—*Cleveland Plain Dealer*.

### Small Nations Leagued Together

A league of small and subject nationalities has been formed, with headquarters in New York, "to establish a permanent congress of the small, subject and oppressed nationalities of the world; to assert the right of each nationality to direct representation at the peace conference following this war, as well as at every international conference held thereafter for the discussion of questions affecting its interests; to present the case of these nationalities to the world; to

emphasize the importance of restoring to these nationalities the right of self-government as an indispensable condition for world peace; and to promote a better understanding among all nationalities in America and thus broaden the basis of American culture."

The idea of such a league, conceived independently in at least three places, arose partly from the intense interest of the foreign-born and of their mutual sympathies in the struggle for national existence which the present war has brought about in so many different regions of Europe and Asia, and partly from a perception of the similar nature of the call for relief which has come from those smaller countries which have been maimed by the "steam-roller" progress of contending armies.

It is intended that the delegates to the council of the league shall, as far as possible, be chosen from among their most eminent representatives in this country, whether American citizens or not. There is not, at present, contemplated any special pressure upon the Government of the United States or of any other individual power, but rather preparation for joint participation in the counsel of the nations when such counsel is resumed.

"The principle of 'no taxation without representation' is gaining new adherents almost every day," say the secretaries of the league, Vincent F. Jankovski (Lithuanian) and Marion A. Smith (Scottish-American), "yet at the international conferences the great powers to this day fail to recognize the right of direct representation in them of the subject nationalities, the people of which are frequently burdened at such conferences with new taxes, loss of territory, dissection of nationality into several parts without their consent, and subject to transfer from one power to another."

Incidentally to its principal aim, the league hopes to promote better relations among the various peoples which, for political or economic reasons, have taken refuge in the New World. "Lack of acquaintance with each other and with Americans has created prejudice and a tendency to clannishness; frequently, the true spirit of democracy is overlooked."

To avoid anything in the nature of encouraging separatism within the United States the league hopes to enroll Americans and American representatives of nations which do not come within the classification of "small" or "subject." It feels greatly encouraged by the speech of President Wilson, of January 22 and April 2, in which he referred to the equality of nations upon which lasting peace must be founded not on equality of territory or resources, but of right.

The purpose of the league will not be fulfilled with the end of the war, however favorable that may prove for Poland, Ireland, Bohemia and other nationalities, but will remain until all nations, however insignificant in size and population, will be secure in their freedom under a world democracy. — *The Survey*, April 28.

### 50,000 White Illiterates

George D. Brown, state supervisor of mill schools, Columbia, S. C., gives this sidelight on conditions confronting South Carolina workers who would improve living standards.

"In the state of South Carolina there are over 50,000 white illiterates. Many, if not a majority, are found in mill villages. Of our 166 corporations, 71 provide night schools, pupils from 98 mill districts attended, total enrollment over 5,000 pupils.

"Poverty and misfortune make it impossible for many of the grown people to earn a living for the family; such people move to the place where the children can be used most advantageously. Mill work is inviting to men who are physically incapacitated for making a success on the farm, and to women with large families, who must depend for their living upon the daily income of their own labor." — *Weekly News Letter*.

### Cost of Living Discussed

From the *Loco. Record*, Christ Church, New Zealand

A great gathering of fully 2,000 people filled the Colosseum in Christ Church, on Sunday, March 18, to hear addresses from labor representatives regarding the cost of living.

This meeting originated from a mover of a resolution at a meeting of the Christ Church Branch of the E. F. C. A., which was to the effect that the Christ Church Branch should write to the various organizations in Christ Church, asking their co-operation in holding a demonstration against the high cost of living.

The meeting was a huge success, and a silent protest against the inactivity of the Government of New Zealand at present, regarding the cost of living. Messrs. E. J. Howard, P. C. Webb, M. P., C. W. Webber, and J. McCombs, M. P., addressed the gathering at some length. Each speaker was given a good reception.

The line of argument of the speakers was chiefly an exposition of the failure to save the people from exploitation. It was also argued that the only solution of the difficulties which beset the working class was a government composed of representatives from the ranks of labor.

The treatment of soldiers in the way of pay and pension, was dealt with, and the speakers considered that more attention should have been given to conscripting wealth as well as men, and by this the voluntary enlisting of men would have continued, and provided adequate pensions.

It was shown that it took £1 7s. 2d. to purchase what £1 would have purchased in pre-war days. The meeting was a huge success, and should leave no doubt as to the frame of mind of the workers in New Zealand.

### SEDITIONOUS STRIKES

A "Gazette" notice of February 16, 1917, intimates that "No person shall be a party to a seditious strike, or to a seditious lockout, or shall incite, encourage, or procure any such strike or lockout, or the continuance thereof."

A seditious strike means any strike or anything in the nature of a strike which will interfere with the effective conduct of military or naval preparations or operations during the present war, whether in New Zealand or elsewhere, or interferes with the manufacture, production, output, supply, or delivery or carriage of goods required by his Majesty, connected with the war, or loading or unloading, etc., of goods.

The Governor, if satisfied that any industry is essential for the public welfare, may order that industry to be an essential industry, and he declares that the coal mining industry is so essential.

This regulation comes under the War Regulation Act, 1914.

#### WAR BONUS

The Companies, or to be more correct, the Government, have turned down our suggestion of a sliding scale to the War Bonus. The suggestion that was sent in jointly from both societies on November 3, after the conference on the 2d, was for an increase of 2s. 2d. with every 10 per cent advance in food prices, or a decrease at the same ratio down to 6s., but not below, that amount of bonus to remain under any circumstances in lieu of the advances we have not received owing to the war. We suppose the powers that be could not face the prospect in view of the growing submarine menace. It remains to be seen how the railwaymen will take the ever-increasing cost of living, which has now advanced to an average of 84 per cent, or whether the new Food Controller will be able to bring it down to reasonable limits.

#### PRICES OF FOODS STILL GOING STRONG

The *Journal* of the labor department shows that the three food groups have advanced steadily and uprightly since 1914, and took a perpendicular (almost) rise from September, 1916, to December of same year.

A month or two back the *Journal* showed some vast differences in the prices of those articles in different towns, but later issues show a decided leveling up in the 25 towns represented in the returns.

It shows that what would have cost £1 in 1914, in December, 1916, the same article would cost £1 6s. 3½d., and in some towns more. All this is poor consolation to the wage earner, and when the Tory press cries out for an income tax for workers, so that they can bear their fair share of the war burden, it makes us wonder what they consider is a fair thing.

It shows what they would do if they could, and it behooves every worker to watch his interests carefully within the next year or so.

#### War Necessities

We are in receipt of a letter from our general manager stating that any conditions of work which may be altered during the war period, will automatically revert to the conditions prior to the war.

This is very satisfactory to the union, as it must be recognized during this period that there is a scarcity of labor in our department, and if members have to empty their own smokebox as well as their ash-pans on engines, the manager will see that this assistance is replaced after the war is over, and we have good reason to believe that he will even improve the position.

It is our bounden duty to assist the manager in the difficulties he has to face at present with a reduced service, and he is certainly being put in a difficult position. He allowed many members to voluntarily enlist, and depleted his staff considerably, and then when compulsion came along the public demanded that locomotive men should have no exemption. We could understand this if no one had been allowed to volunteer for the first year or two. We still have many who will be only too glad to get away when their services are required. There is no doubt about the patriotism of the railwaymen.

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#### Dangers of Industry

There are 2,000,000 wage earners in New York state who are subject to the workman's compensation law and one out of every 35 of this number was disabled for more than two weeks by an industrial accident in the 18 months ending December 31, 1915, according to a report issued by W. D. Archer, deputy state industrial commissioner.

In the 18 months there were reported 337,500 industrial accidents, of which 56,374 involved total disability for over a fortnight, carrying therewith an allowance of two-thirds of regular wages. There were 1,214 deaths from industrial accidents and 81 per cent of the victims had others depending on them for support.

An analysis of the first 30,000 claims

for benefits under the compensation law shows that the average value of a death award was \$3,240; average value of a permanent total disability award, \$7,475; average permanent partial disability award, \$520.38; average temporary total disability award, \$42.41. — *Weekly News Letter*.

### 9,636 Years Lost

The Ohio Industrial Commission, in its report, makes some startling figures:

Stated in terms of war, Ohio had four companies wiped out and a thousand other companies put out of action temporarily in her industrial activities during 1916.

There were 463 fatal accidents and over 100,000 men were disabled for varying periods of time in the mills and shops of the state in that year.

The war is seized upon by the State Industrial Commission as an opportunity for making another appeal for the protection of life and limb of the men in the industrial army in the plants, shops, factories and mills of the state.

There are too many accidents, the commission says in a special report issued and being sent to employers over the state. Half the accidents are preventable, and humanity, productive possibilities and insurance cost ought to be united in compelling employers to adopt more stringent protective features and install better methods in their shops, says the commission.

The report covers in detail the year ended May 1, 1916. The needless social and economic waste that is produced is strongly urged as one other feature why there should be a campaign against accidents. In the twelve months ended May 1, 1916, there were 114,567 accidents in the state. Of these 88,323 were under the state compensation fund and compensation was made in 82,392 cases. These awards totaled \$3,182,471.

The startling feature, aside from the cost of dollars, is the compilation of records that shows the men injured were kept from work a grand total of 2,890,805 days, or a period of 9,636 years. All of that time was lost to the world of production. It is to better that condition

the commission is asking greater co-operation, more generous effort from employers.

Late figures are quoted in the report to make it stronger. In the calendar year of 1916, there were 166,000 accidents reported in Ohio, 260,000 in Pennsylvania, and 300,000 in New York. It is stated there were 3,000,000 accidents in the United States, involving a loss of earning power amounting to \$210,000,000, and probably an insurance expense of the same sum.

Lack of proper first aid equipment cost the workmen and the state a high price. As a result of the 8,877 cases of infection that developed after the accidents, there were twenty-seven deaths; thirty-two cases resulted in the loss of an eye, twenty-eight in partial loss of eye, two lost an arm, three lost a hand, and losses of fingers and toes were shown in other cases.

The report says that the reasonable period of disability for the injuries where infection did not develop was twelve days, but with infection the time off was twenty-nine days. The total compensation for infection cases was shown to be \$460,343, whereas it should have been \$190,049, thus showing an unnecessary loss to the fund of \$270,000. With proper first aid, rightly applied, the infections need not have taken place, the report shows.

Of the \$3,182,471 awarded for compensation, \$821,010 went for physicians, hospitals and funeral expenses, the remaining \$2,361,461 going to the injured.

Only 31 per cent of the accidents take place where power machinery is used. A very large number occur by articles falling. Of the total number compensated there were 1,334 under 18 years of age, and 170 over 70 years old.

Cuyahoga county had 20,389 accidents during the period covered in the report. Of these there were 7,907 employed by firms carrying their own insurance, 424 were public employees, 15 were employed by those who had failed to provide insurance, and the rest were directly under the state fund. There was paid as compensation in Cuyahoga county in that period \$691,015. That covered seventy-

two deaths, costing \$170,193; 378 partial permanent disabilities, costing \$182,141; other awards were for lesser hurts.

As the state now has entire control of accident insurance a system of records and statistics is being completed. Employers who give best co-operation in accident prevention receive an advantage in a preference of rates. The classes of industry will show a compilation of accidents on the basis of \$100,000 payroll, so that a dependable table of statistics covering accident insurance and prevention will be developed.

Repeated with emphasis in the special report is the statement that half the accidents that occur are preventable. The enormous loss of wages, of productive power, the social and physical hurts suffered, are all set forth to make more impressive the need that employers join with the state in seeking to diminish the number of accidents.—*E. A. McKee, in the Cleveland Plain Dealer.*

The last paragraph is significant of the lack of interest of the employing class in providing safety devices to prevent such a dreadful picture being possible. Most of the safety devices are used because labor created laws to compel. The employer's safety is indicated mostly on safety caution signs.—*Editor.*

### Watchmen on the Walls of Labor

That certain interests in many parts of the country have been eager to take advantage of the recommendation of the Council of National Defense—that the legislatures give the governors power to modify the labor laws—is clearly indicated by reports from various states. So far, however, the other recommendation of the council—that no modification or suspension be authorized except when particularly asked for by the council—has been disregarded.

Vermont has passed a law allowing the labor commissioner, on request of the governor, to suspend the law limiting the hours of work of women and children. A joint resolution proposed in the Iowa legislature, authorizing the governor in case of a serious labor shortage to suspend the child labor law, was defeated.

From Massachusetts comes word that a bill has been drafted after a conference between legislative leaders, the governor and members of the Public Safety Committee, which "will give the governor and council authority to suspend temporarily in case of need the operation of state laws relative to the hours of labor and Sunday work, so that war orders may be filled in haste in case of extreme need." Similar efforts to break down existing laws are reported from Wisconsin and Oregon.

Responding to this challenge and declaring that "the Consumers' League is confronted by the gravest crisis in its history" and that there is danger lest "its achievement of a quarter century may be largely undone in a few weeks in the effort to speed up our national industry," Florence Kelley has sent out an appeal and a program to members and friends of the league, of which she is secretary.

"There are many indications," says Mrs. Kelley, "in the present wave of patriotic fervor" of a widespread breakdown of the labor law. She mentions the bills, described in the *Survey* of May 8, which at this writing are still pending in the New York legislature, and calls attention again to the situation in Connecticut where women are employed ten hours at night.

"In the light of the English experience," says Mrs. Kelley, "it is clear that whatever emergency measures may be unavoidable in the United States (such as the executive order allowing ten hours of work instead of eight in ship-yards on account of shortage of labor) should be exceptional and strictly temporary, and never precedents applying in any field beyond the one in which each is issued." She urges that as a legislative program every effort be made to:

1. Preserve statutes prescribing short working hours wherever they exist.
2. Maintain the present minima of sanitation and safety.

The letter points out that even in the most prosperous times of peace, health departments, school boards and placement bureaus are insufficiently equipped. But "in war they are always and everywhere

placed financially on a starvation basis." As a working program, therefore, for women who "cannot enlist for active service on ships and in the trenches," Mrs. Kelley suggests:

1. That they lend their aid to federal placement agencies for women and girls in the maintenance of standards in establishments to which they send employees.
2. That the local consumers' leagues make investigations and suggests better methods, preferably by engaging a trained investigator.
3. That inquiries be made especially in communities where war supplies are being manufactured, with respect to safety and sanitary arrangements and housing facilities in the community.
4. That wherever the present laws are relaxed, leagues co-operate with the officials and see to it that periods of overtime are limited and subjected to continuous investigation.

Finally, Mrs. Kelley urges that old-established principles be faithfully supported and maintained. The work for the Saturday half-holiday in retail stores must be continued. There is special need for a voluntary home and school visitors on account of the high cost of living, which "is making serious inroads on the health of school children. . . . It is impossible," she continues, "to overestimate the need that we keep especially the soldiers' children in school by means of scholarships where necessary.

"We must strive to encourage enlightened public care for dependents so that there may be no mothers of young children tempted to try to work in manufactures at night and care for them by day. In the tremendous demand for labor this is a real danger. The widespread new interest of inexperienced relief workers threatens that day nurseries may be instituted to encourage mothers to enter industry.

"It is naturally not proposed that every league should undertake every one of the suggestions in this letter. Long experience proves, however, that there is an inexhaustible fund of goodwill in all communities, and ours is the especial opportunity of affording it every possible outlet within our field of activity in this tragic epoch. In the coming strain upon the nation the workers will bear the heaviest part. It is for us to see that they shall not be uselessly sacrificed."—*The Survey*, May 8, 1917.

### Free Speech in Washington

The first of the Everett free speech prisoners, Thomas H. Tracy, after a trial lasting two months, was acquitted of the criminal charge, growing out of the boat excursion of the I. W. W. on November 5, 1916, the landing being prevented by a deputy sheriff's posse, resulting in shooting on both sides.

Seventy-three members of the I. W. W. were arrested and charged with murder. Seventy-two are yet to be tried, and it is evident that the lumber mill owners will resort to every means to convict, though the Tracy case would indicate great difficulty in proving who fired the shot that killed the officer of the law who is charged as being a tool of the employers to prevent the workers telling their troubles to the citizens by public assembly. — *Western Labor Press Association*.

### At Hell Gate

The Hell Gate Bridge of the New York Connecting Railroad, which was formally dedicated recently, is 1,000 feet long, the longest steel arch span in the world. The elevated structure, as a whole, including the 1000-foot bridge, two shorter bridges, the viaducts on both sides of the river and embankments between high retaining walls, is three and a half miles long. — *Ex. Gazette*.

### Railroads Organized for National Defense

The American Railway Association has completed the organization which will direct the work of all railroads for war purposes. The Executive Committee consists of Fairfax Harrison, president of the Southern Railway, chairman; Howard Elliott, president of the New Haven; Hale Holden, president of the Burlington; Julius Kruttschnitt, chairman of the Southern Pacific Board, and Samuel Rhen, president of the Pennsylvania road; with President Willard, of the Baltimore & Ohio, representing the Council of Defense. The general committee consists of four to six executive officers from the principal roads in each of the six military departments of the United States, and this committee is divided into sub-com-

mittees on car service, military equipment standards, transportation accounting, passenger tariffs, and freight tariffs. The resolution adopted at a conference of railroad executives in Washington, April 11, which gives the organization its authority, reads in part as follows:

"Resolved, That the railroads of the United States, acting through their chief executive officer here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, with the Governments of the several States, and one with another, that during the present war they will co-ordinate their operations in a continental railway system, merging during such period of all their merely individual and competitive activities in the efforts to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail, and from time to time, a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and made effective by the several managements of the individual railroad here represented. — *Express-Gazette*.

### Figuratively Speaking

Considering wealth, population, and territory, more than 90 per cent of the world is at war. Roughly speaking, 80 per cent represents the Allies and 10 per cent the Central Powers. The remaining 10 per cent represents the neutrals.

The total wealth of the world is estimated at \$700,000,000,000. Quite a snug sum! About \$550,000,000,000 belongs to the Allies, \$110,000,000,000 to the Central Powers, \$40,000,000,000 to the neutrals. The wealth of the United States is about \$250,000,000,000, nearly one-half of the total wealth of the Allies, more than one-third of the total wealth of the whole world.

The total population of the world, in round numbers, is 1,750,000,000. The allied nations have about 1,410,000,000

people, the Central Powers 164,000,000, the neutrals 176,000,000.

The Allies control upward of 40,000,000 square miles of territory, the Central Powers a little less than 3,000,000 square miles, the neutrals a little less than 10,000,000 square miles.

What \$7,000,000,000, the amount of the bond issue voted by Congress, really means is set forth in the following comparison:

It could buy 374 of the most modern of super-dreadnaughts and have enough left for torpedo boat destroyers.

It is more than three times the total investment of the telephone companies of the world.

It is a little less than a third of the entire manufacturing capital of the United States given in the 1914 census.

It would pay the public debt of all the states, cities, and counties in the United States more than twice over.

It is more than four times the total value of the school property of the United States, eight times the value of the wheat crop for 1916, and triple the value of the corn crop.

It is approximately fourteen times the value of the production of either the automobile or the boot and shoe industry, and four times the packing industry.

It would buy more than 240,000 of the most modern all-steel Pullman cars.

If it costs as much as \$7.77 a mile to travel to the sun, one could make the journey and still patronize the butcher.

If you had the \$7,000,000,000, and wished to distribute it, you could give each person living in the world today \$3.50 and still have money left; or you could give \$10 apiece to every inhabitant of the allied belligerent countries, including Japan, but excluding the United States. You would have enough money to give every person in the United States approximately \$70.

The \$7,000,000,000 is a half billion dollars less than the total assessed valuation of Illinois, Indiana and Wisconsin. It is more than six times the total assessed valuation of Chicago.

The sum is \$1,000,000,000 less than the estimated total cost to France of the first two years of the war. — *Express-Gazette*.



# THE JOURNAL

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THE GARDNER  PRINTING CO.  
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**JUNE, 1917**

## Liberty Bonds

Everybody knows that the Government needs money to carry on the war preparations and future needs, and that the Liberty Bonds are for that purpose. They are being sold by banks and business firms without commission, and many of them are helping partial payment buyers by furnishing money and holding the bonds until the last payment is paid.

Our Grand Chief is a member of the Council of National Defense, and suggests that if the railroads make arrangements similar to the banks, a large number of railroad employees would buy these bonds, and it is a good suggestion, helpful to the Government, and a good investment for the purchaser; besides there is a good inducement in the proposition to pinch a little and save a little, which otherwise might not be done. In buying the Government bonds we can be frugal, patriotic and judicious, all three commendable.

## An Eight-Hour Day in Alaska

A bill establishing an eight-hour day was passed by both houses of the Alaska Territorial Legislature in April. "The bill makes it a misdemeanor for any employer to work employees, whether on salary, or daily wage, more than eight hours a day."

We do not know what influence was brought to bear to produce such a splendid result, other than those to be benefited by it—the laboring men of Alaska, but we assume there was some administrative influence helping by approval. At least, at all events, it is a good example for our National and State lawmakers to follow.

We realize, however, that there is a large factor of the employing class in the States who will always work against such a measure wherever it is presented, and who as they read the Alaska act, will feel like declaring in the words of Dryden:

"I cannot, cannot bear; 'tis past, 'tis done;  
Perish this impious, this detested thing."

But it is a good thing in the minds of those who "would do as they would be done by," and if the laboring class in the several States looked well enough to their own interest in the battle of ballots, we could have a universal eight-hour day in every State in the Union.

## Not Cars, But Movement

In a syndicate letter, copyrighted by "The National Editorial Service," Herbert Fuller discusses the "manifest evils of the present railroad situation" and says, "They are endeavoring to transport three times the normal traffic of the United States with 75 per cent of normal facilities." This of course, means tonnage to the limit, and many times beyond what should be a limit. He says that "great difficulty is a lack of terminal facilities," and we agree with him; this lack makes many hours of overtime and creates disagreeable delays for those in transportation service. He says, "Some have advocated more building of freight cars . . . but more freight cars would simply intensify the present situation . . ."

the country needs not more cars, but more car movements."

We contend in discussing the eight-hour basic day, that if the roads would establish the twelve and one-half miles per hour for freight trains, that it would augment the service of cars and locomotives to an extent that would outweigh the increase in cost of overtime, as Mr. Fuller says, "the average movement of a freight car does not exceed thirty miles per day representing about three hours. What industry could possibly exist if its plant were non-productive for seven-eighths of the time?" This, and cars used for storage purposes, he gives as the prime cause of the congested condition of the railroads.

We hope to see the railway officials fix the tonnage for quicker service, spend some of their reserve funds in putting the locomotives in first-class condition for cold weather, and give the eight-hour basic day an earnest try-out, and if they do, we feel sure that it will be a money maker instead of an added expense, and everybody will be better served.

### Anti-Injunction Law in Minnesota

Through the political solidarity of the laboring class in Minnesota, an anti-injunction law was passed in April by the Minnesota Legislature. Its basic principles are those of the Clayton Amendment to the Constitution of the United States; it declares that "the labor of a human being is not a commodity or article of commerce" and that the right to labor or carry on a business "shall be held and construed to be a personal and not a property right."

"Courts are prohibited from issuing injunctions against the doing of any act or thing by strikers which might lawfully be done in the absence of such dispute by a single individual." "No restraining order or injunction shall prohibit workers from striking, or from urging others to join them; or from picketing, or from ceasing to patronize any party to such dispute, or from recommending, advising or persuading others by peaceful and lawful means so to do."

"No person shall be indicted, prosecuted

or tried in any court of this state (Minnesota) for entering into an agreement to better working conditions or for any act done in pursuance thereof, unless such act is in itself forbidden by law if done by a single individual." (See Digest Department.)

The Clayton Amendment to the Constitution of the United States does not apply in the several states unless its principles are engrafted in the state statute, as the Minnesota Legislature has done, and in some of the states grave injustice is being done by various judges, such as Judge Baldwin, of Illinois, who denies "free speech, free press, and free assembly," and in the garment workers' strike 253 were arrested for contempt of his injunction, and "forty have already been given sentences of fifteen days to three months."

A splendid effort is being made in Illinois by laboring men to inject a remedy to such practice; the B. of L. E. has a strong legislative board, and there are enough laboring men in Illinois to put every member of the state legislature out of office who refuses to vote for relief from such abuse of power as is evidenced by some of the judges of that state, and it is evident that there is a lack of unity of effort on the part of laboring men to bring sufficient political pressure to secure the enactment of such salutary law as that enacted in Minnesota. Those who come within the scope of injunctions issued for the purpose of assisting employers to break the power and purpose of the strike and of organized labor, should get in line as a common factor of protest. Politicians are quick to listen to propositions that interest the majority of the voters of the state and district, as that condition involves their own interest, and the opinion of the majority will soon become their opinion.

### Labor Laws Jeopardized

Organized labor has made a continuous effort for many years in the direction of safety, sanitation, reasonable hours of service, and reasonable remuneration for service rendered; now we are confronted with a species of hysteria in the haste to

accomplish war preparations, and the overzealous are demanding the removal of the restrictions imposed in the interest of those who are expected to perform the hastened service. The employing class will undoubtedly help push this hasty law-breaking proposition through with an undercurrent, as they will realize that what the English historian Macaulay said of English law is true, "The habit of breaking even an unreasonable law tends to make men altogether lawless," and we have found in our experience that the only way to keep a law in full force is never to break it. The various organizations of labor have been greatly helped in the direction of securing beneficial legislation by The American Association for Labor Legislation, especially for the benefit of women and children, and that association appreciating the danger to the future of labor laws, has issued a warning against the danger, and organized labor, though zealous in sustaining the Government in all its undertakings, should resist every attempt to nullify or suspend laws made in their interest that have required years of earnest effort to obtain, and experience teaches that they conserve both life and efficiency, and no deviation should be permitted except for specified objects, with specified limits, when the law shall be again in force.

If the proposition to suspend labor laws in shops is consistent, it naturally follows that the Adamson law might be suspended; that at best would be dangerous to the future application of the law, and if the proposition comes even from the Government, an effort should be made to fix a specific limit and date of restoration. If the proposition should come from the railroad officials, the necessity of maintaining the law unimpaired becomes a matter of self protection, and no loophole should be left which would make it necessary to fight the battle of hours over again.

The President issued an order on March 26, suspending the eight hour limit in government work for thirty days with the provision that time and one-half shall be paid for all time over eight hours, and we hope the President will continue to adhere to this rule, and that all other em-

ployers will be compelled to pay time and one-half for hours over eight; if so, the incentive to break away from the lawful day will be nullified.

### Our Duty, Our Country

These are troublesome times with half the world at war, gun in hand, the other half at war for commercial advantage, national and individual. Between these as buffers are the laborers and the common people who have had little or no part in bringing about the conditions with which they are confronted though they compose the greater part of the world's armies, and pay the prices for the needs of life that combinations of wealth have fixed.

#### WORLD DEMOCRACY

Now the United States is getting on a war footing, looking to the creation of a World Democracy, so that the common people may have a voice in the affairs of government, and the wealth of the country is appealing to men to don the soldier's uniform, and making appeals for the practice of frugality and the conservation of food, while at the same time the legal machinery of the Government is kept busy hunting down the autocratic commercial combines in violation of the Sherman law which is making the consumer pay prices which are filling their coffers with excess profits.

#### CRY FOR LOYALTY

Among this class are the noisiest calls for loyalty to the flag and country. Are they qualified to call for sacrifice on the part of others, while they stand on their rights to do as they please, and fix any condition they please, regardless of the common interest of all the people?

#### DISLOYALTY CHARGED

A newspaper clipping from a local Los Angeles, Cal., paper quotes the following from a "Finance letter," issued by a local banking institution as follows: "The denunciation (by organized labor) of the decision of the Supreme Court of Massachusetts, for declaring that 'labor is a commodity' and its threat to strike if the Adamson law was declared unconstitutional, are as much acts of rebellion as was the firing upon Fort Sumter."

These expressions came from many

parts of the country, and always from the same commercial and moneyed source, the class which stand on their rights while they would deny the right of self defense to the laboring class. They wanted the Massachusetts decision and they wanted the Adamson law nullified by a similar decision. Were they loyal while opposing the Government which enacted the Adamson law, or those who stood for its enforcement? Now we presume they have the American flag in a prominent place while they preach loyalty to those they condemned because they were for their country's law, a pose which reminds of what Dr. Johnson said: "That there are conditions when patriotism was the last resort of a scoundrel."

#### PATRIOTISM—DUTY

There are those who have much to say about upholding the flag, patriotism, fighting and dying for our country without seemingly recognizing their own "duty" to do their share; they call for a patriotism which defends our country, "right or wrong," the kind that made the European war possible, while we are gathering an army to fight for a World Democracy of equal rights for all mankind in which there are no special "rights," but "a government of the people, by the people and for the people," and those who love liberty will be found its principal defenders. True patriotism is that which makes sacrifice for the welfare of all the people of one's country, and laboring men, organized in particular, will be found as ready and willing as any other class to do their duty in sustaining the Government in its every undertaking; their only demand that it is for a common good, that there is no class distinction in the privileges accorded, and that the honors of patriotism shall go to those who render active field service, and that the wealth so liberal with their precepts be made to see that those in uniforms are well provided for. They will do this because their Government has declared that labor is not a commodity subject to the exploitation of greed, and as men who love the flag that stands for liberty and equality, and will willingly make sacrifices to keep it floating over a nation which recognizes equal rights for all mankind.

#### DUTY—OBLIGATION

War conditions may curb human selfishness, but is no remedy, and in this sense we want to call attention to the distinction between duty and obligation. Duty is prompted by an active conscience, or love impulse, and needs no other prompting to secure its performance.

Obligation with a good working conscience is as imperative, but there are many, particularly in commercial life, whose consciences only respond to self interest. If there is no impelling force the obligation is subject to the influence of personal gain whether it be an individual or corporation. In 1861 to 1865 organized labor was nearly blotted out, and efforts are already being made to make it possible to ignore legal and obligated conditions detrimental to labor, and there never was a time when labor needed greater preparedness to defend its rights than now.

We live in a republican form of government, and have a right to vote for whom and what we please, but this is only an occasional opportunity. Organization keeps us in condition to make complaint of undesirable conditions and get a hearing at all times, and if we are not on guard with sufficient strength, encroachment even upon obligations written in our contracts are likely to follow with war necessities as an excuse, and we should all work toward a solidarity of men in each class of labor as members of the order their labor represents. There are many engineers who are not members of the B. of L. E., and duty to their own interest ought to induce their membership.

In putting our house in the best possible condition for self-defense we will be doing most to sustain the welfare of our country as well as our own interest, for lowering the standard of labor lowers the standard of citizenship, and dwarfs the commercial welfare of the community.

Every man who runs a locomotive should see that it is his duty to become a member of the B. of L. E. which has been the instrumentality through which the conditions of service he enjoys were made possible.

### Links

A JOINT meeting of the B. & O. and B. & O. Southwestern Systems will be held under the auspices of Division 97, on the 3d and 4th of June in Moose Hall, W. Fayette St., Baltimore, Md. One of the principal object of the meeting is to discuss the matter of securing a change in the engineers' wage contract with the company, so that engineers will receive pay for deadheading, on the same basis as the conductors and trainmen.

Fraternally yours,  
S. E. LABARRER.

ALL Brothers and families are cordially invited to attend the annual picnic and outing of the Pensioned and Retired Engineers Association of the Lackawanna system, to be held at Nay Aug Park, Scranton, Pa., Wednesday, June 27, 1917. Tickets (\$1.00) will entitle a Brother and his wife to a lunch.

Very truly yours,  
JACOB A. SHIFFER, Treas.

IT GIVES the members of Div. 502 great pleasure to hear of the promotion of Brother W. E. Belter to the position of Assistant Superintendent of Transportation with jurisdiction from Oklahoma City to Quanah, Texas.

Brother Belter was appointed Assistant Superintendent of Locomotive Performance, Feb. 5, 1916, serving in that capacity until March 1, 1917, when he was promoted to his present position.

For years he ran an engine on the Northern division, out of Kansas City, and was always a staunch Brotherhood man, serving as chairman for four years.

The members of Div. 502 approve the choice of the company in selecting a man like Brother Belter as we all feel that he will make a good official for the company as well as for the employees, and the members of this Division join in wishing him success in his new position.

Fraternally yours,  
A. R. PAINE, S.-T. Div. 502.

ON MARCH 1, 1917, Bro. H. A. Walter, of H. A. Walter Div. 327, was appointed Assistant Superintendent of the Terminal

Railroad Association, the Merchants Bridge Terminal Railway Company, and the Wiggins Ferry Company.

Brother Walter has given thirty-five of the best years of his life to the B. of L. E. He has attended in all thirteen National conventions, two from Div. 48, and eleven from Div. 307. No man outside of the Grand Office knows the working machinery of our Brotherhood better than Brother Walter.

He joined Div. 48 in St. Louis, in 1881, and served two terms as Chief Engineer;



Bro. H. A. Walter, Div. 327

joined Div. 327 in 1889, and was elected F. A. E., has filled the office continuously up until March 1, 1917.

He was elected Secretary of Insurance and held that office until March 1, 1917.

He was elected Chairman of Committee of Adjustment in 1893, and filled that position until March 1, 1917.

He was elected Third Grand Assistant Engineer at the Ottawa convention in 1896, and was elected chairman of Arrangements Committee for the St. Louis convention in 1898.

He was chairman of the Joint Schedule Committee during the first concerted wage movement between the B. of L. E. and the B. of L. F. & E. in the Western territory in 1913 and 1914.

Aside from all this, Brother Walter has filled positions at all of the conventions he has attended too numerous to mention here.

Sunday, February 25, 1917, was a red letter day in the history of H. A. Walter Div. 327. We met at 9 a. m. After the routine business of the meeting of the Division was finished, Brother Walter arose and very slowly began to unfold a letter which he had taken from his pocket. He tried to read it, but failed, and while he stood there so overcome with emotion as to be unable to utter a word, the faint sound of distant church bells gently broke the silence as if sounding a benediction befitting the sentiment of the occasion. After getting control of his emotions, the Brother read the letter which proved to be from the officers of the Terminal Railroad Association, and in which they tendered to Brother Walter the position of Assistant Superintendent.

Our veteran Brother had deferred replying to the letter until he could meet with his Division and discuss the matter, for while he fully appreciated the honor thrust upon him by the officers of the company, he, at the same time, realized what it would mean to him and us all to sever his relations with the Grand Old Brotherhood which he had loved, and for which he had labored for so many years, and these considerations made him hesitate.

After thoroughly discussing the situation, and freely expressing our hearty and sincere appreciation of the tireless and successful efforts of Brother Walter, in behalf of the Brothers and the Brotherhood generally, it was the unanimous sentiment of all present that it was highly proper for our veteran Brother to accept the promotion tendered him, it being an honor well deserved, and though we fully appreciated the loss of his counsel and his aid, we felt that while Brother Walter was receiving a merited advancement, and the railroad company an efficient officer, we still retained, in him, a loyal Brotherhood man.

Yours fraternally,

GEO. A. CLARK,

W. T. CANFIELD,

Div. 327.

At a recent union meeting held at Fort Worth, Texas, our Grand Chief enjoyed the novel distinction of being presented with not only the keys of the city but a warranty deed of same.

The presentation was made by Mayor Davis, of Fort Worth, as an expression of appreciation for the masterful and untiring efforts of Brother Stone in behalf of the Brotherhood and labor in general, as shown in the late successful contest for the eight-hour day, in which Brother Stone took such a prominent part.

Expressing his thanks for the signal honors shown him, Brother Stone closed his eloquent and fitting remarks by saying, "You have given me the deed of your city and the keys of same, now give me the keys to your hearts and my happiness will be complete."

Yours fraternally,

CHAS. HILTON.

It is not often that Div. 217 has much of interest to say in the columns of the JOURNAL, but at this time we have something to tell that is worthy of space, and is of peculiar interest at this time, when adding to our membership is such an important duty of the members of every Division. We had eleven candidates for initiation at our last meeting, three of whom were unable to attend, and after the ceremony, which was conducted in a manner highly complimentary to those who participated, all enjoyed a fine supper prepared by the ladies. We were honored by the presence of visiting members from Div. 87 with their wives and daughters, and all were entertained by a male quartette, also by vocal selections rendered by Miss McFerren, accompanied by Miss Buell. In addition to this a splendid orchestra also furnished entertainment, and taken all in all, it was an occasion long to be remembered by all present.

WM. J. RIVERS,

Sec.-Treas. Div. 217.

On Sunday afternoon, April 29, the 45th regular fifth Sunday union meeting of Chicago Divisions was held in hall No. 12, Masonic Temple. All Divisions in Chicago were well represented, and the hall was filled to its full capacity.

We were sorry a Grand Officer could not be with us, but we knew they were assigned to duties elsewhere or one of them would have been present.

Many of the Brothers spoke on the eight-hour settlement, and we all had a splendid time together.

We discussed the question of holding our next meeting, which will be on July 29. And it was decided to hold a picnic at the Highland Park Home. The Secretary was instructed to write to Brother O'Keefe, manager of the Home, and ask if we could hold a picnic on that date. A letter from Brother O'Keefe assures us that it will be a pleasure to have us come, so all members please reserve July 29, and have your wives and families join you, and come out to visit the "rails" of the Home. All members of the B. of L. E. and G. I. A. are invited.

Members of Div. 96, Chicago & Northwestern Railway have kindly agreed to arrange for the transportation. Complete details of arrangements will be given in the July JOURNAL.

So don't forget to read your July JOURNAL, which will contain full program, and then make all arrangements to come. Don't say you have other pleasures to attend to on that date, it will do you good to meet the Brothers at the Home. It will also be a pleasure for you to meet Brother and Sister O'Keefe, who are doing all they can to make it pleasant for those in their charge.

Hoping to meet you all at the Home in July. I remain,

Faternally yours,

FRANK WARNE,

Sec. Chicago Fifth Sunday Union Meeting.

MASONIC HALL, Pacific Avenue and Maple Street, Jersey City, was the scene of elaborate festivities on Saturday evening, April 21st, when the members of Central Division 157, B. of L. E., and their families, were given a banquet by the Ladies Auxiliary, Communipaw Lodge 201.

Covers were laid for two hundred persons, many of whom came from suburban New Jersey. The hall was profusely decorated with the national colors and each guest received a small American flag.

An orchestra added to the enjoyment of the banqueters, while Miss Lillian Hartzell, Mrs. Palmer, Mr. Frank Doyle and Master Edward Mulroy entertained with vocal solos, and the Misses Ratigan gave recitations.

Mr. John A. Errickson very ably expressed the thanks of the engineers for the ladies' hospitality, and as a token of appreciation presented Mrs. Henry Klein, President of the Lodge, with a pretty bouquet.

The success of the evening was due to the activity of the members of the entertainment and reception committees, including Mrs. Ahern, Mrs. Cray, Mrs. Dooley, Mrs. Dorham, Mrs. Dunlap, Mrs. Foster, Mrs. Hartzell, Mrs. Hoppler, Mrs. E. Huff, Mrs. W. Huff, Mrs. McCallion, Mrs. McCarthy, Mrs. Mason, Mrs. Mertz, Mrs. Miller and Mrs. Ratigan.

E. F. J., S.-T. Div. 157.

MERRILL DIV. 555, G. I. A. to B. of L. E., celebrated their second anniversary by inviting the members of Div. 545, B. of L. E., to attend a birthday luncheon Sunday, April 15, which was served in the banquet hall immediately after the regular meeting of Div. 545. Invitations were sent out to all the Brothers and there was a large attendance at both the meeting and the birthday luncheon. A later luncheon was served for the Brothers who, having to work, could not get there on time.

After the luncheon cigars and candy were passed around, and the evening was spent smoking, playing cards and listening to recitations from the children present, also in getting better acquainted with each other. It was an occasion that no doubt all the Brothers and Sisters will long remember, and we hope to have many similar affairs in the future.

Great credit should be given the Sisters of Merrill Division, and especially its officers, for making this pleasant event possible.

N. P. S., Div. 545.

A GRAND UNION MEETING under the auspices of the B. of L. E., O. R. C., B. of R. T., B. of L. F. & E. and the Ladies' Auxiliaries, was held at Fort Worth, Tex., on April 10, 11 and 12, which was well attended, and we glean the fol-

lowing from the *Texas Railroad Journal*:

At the open meeting at 10 a. m., on the 11th, Mayor E. Tyra and Ben Keith, President of the Chamber of Commerce of Fort Worth, made the welcome addresses, the Mayor giving a key to the city to the guests. The response was made by Grand Chief W. S. Stone, for the members of the Orders, and Mrs. J. H. Moore for the Ladies' Auxiliaries.

At the afternoon meeting addresses were made by the Grand Officers of the various organizations, and a reading by Miss Ruth Beamer, of Denison, Tex., subject, "Homage to the American Flag."

In the evening the visitors were given a theater party at the Byers Opera House, compliments of the Chamber of Commerce.

The morning of the second day was devoted to executive sessions of the four Orders, and sessions of the Auxiliaries.

The afternoon was devoted to a public reception at the Westbrook Hotel to the visiting ladies by the local Auxiliaries, and a public meeting was held in the evening in the Chamber of Commerce, addressed by Mayor-elect Wm. D. Davis, ex-State Senator W. A. Hanger representing Governor James E. Ferguson, Grand Chief Stone and ex-State Senator C. L. Brachfield.

Third day, morning executive sessions of members of the Orders. In the afternoon, the *Texas Railroad Journal* tendered a smoker to the visiting members of the Orders at the Metropolitan Hotel, attended by about 300.

The visiting ladies were given an automobile ride over the city and surroundings. The closing incident was a grand ball in the Chamber of Commerce Auditorium, which proved to be grand in every essential; 1,000 attended this social entertainment, embellished by an exhibition drill by the B. of L. E. Ladies' Auxiliary.

During the various sessions many resolutions were adopted on various subjects: the War and Taxation, Anti-Blacklist Bill in the Texas Legislature, thanks to Miss Ruth Beamer for her very acceptable reading at the opening on the first day, and presenting her a contribution in silver.

A resolution looking to making the joint

meetings perpetual in the state, to be held in the larger cities in Texas.

Committee on resolutions: P. C. McCarty, T. E. Lord, Fred Barr and F. C. Caylor.

The committee on thanks made the following report:

WHEREAS, the Union Meeting of the four trainmen and engine Brotherhoods and their Auxiliaries is now coming to a close after a successful three-days' social and business meetings in Fort Worth;

THEREFORE BE IT RESOLVED, that this convention extend its sincere thanks to those who made this meeting possible, and to the Chamber of Commerce whose courtesies were all that could have been asked, to Mayor E. T. Tyra, Ben E. Keith, Mayor-elect W. D. Davis, Hon. W. A. Hanger, who spoke for the Governor, and Hon. Chas. L. Brachfield; Mrs. J. H. Moore, Mrs. Maude E. Moore, Mrs. Anna Conlisk, Mrs. May Milton, representing the Ladies' Auxiliaries.

WE FURTHER desire to express our sincere thanks to the managements of the railroads for the courtesies of transportation for those attending this convention, and to the management of Byer's Opera House for complimentary tickets of admission, and especially to the following Grand Officers attending this convention: W. S. Stone, Grand Chief B. of L. E.; Geo. K. Wark, Vice President of B. L. F. & E., representing President W. S. Carter; and D. L. Cease, editor of the *Trainmen's Journal*, representing President W. G. Lee, and to the *Railroad Journal* for the smoker at the Metropolitan Hotel; and to the Rev. Forest Smith, pastor of the Broadway Baptist Church, of Fort Worth, who offered prayer at the opening of the meeting, and Bro. J. W. Bain, who offered a prayer for the recovery of Bros. Lee and Garretson, and for Bro. Carter in his bereavement, in the loss of his daughter, and the following messages that were received and transmitted were made a part of the minutes by order of the convention.

Mr. W. G. Lee, Pres. B. of R. T., Cleveland, O.:

I am instructed by the four train Brotherhoods assembled at Fort Worth, Texas, to express to you their wish for your



speedy recovery, and sincere regrets for your absence from this meeting, and high appreciation of the great work you have done for union labor.

J. T. WARD, Secretary.  
C. D. JOHNSON,  
J. T. QUILLIN,  
D. ESTES,  
C. F. GOODRIDGE,  
Committee on Thanks.

The superintendent called a meeting of section foremen to instruct them how to save money.

"Now, if you are driving a spike," he said, "and you hit it a glancing blow and it flies into the weeds, instead of picking up another one, go out and get the one in the weeds."

The superintendent was going over one of the sections some time later and found a spike by the fence. He called the section foreman to his office, and recalled to his mind how he had been instructed about saving money on little things, and then said:

"Mr. Murphy, I found this spike on your section. Now what have you to say for yourself?"

"You found it, did ye?" said Mr. Murphy. "Now ye know that me and sivin of me men looked two whole days fer that spike and never did find it."—*Western Railway Journal*.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Harry E. Tisdale, age 14 years, height 5 feet 4 inches; weight, 125 pounds; blue eyes, brown hair, left his father's home, Nashville, Tenn., on April 21, going north on freight via Louisville, Evansville, St. Louis and Kansas City, in company with two hoboes supposedly destined for the harvest fields. Any one knowing the boy's whereabouts will confer a great favor by corresponding with his father, Robert Tisdale, care U. S. Engineers' Office, First National Bank Building, Nashville, Tenn.

Anyone knowing the whereabouts of Charles E. Cramer, who was at one time a member of Div. 71, will confer a favor by corresponding with J. G. Bywater, 2019 Lincoln street, Salt Lake City, Utah.

Anyone knowing the whereabouts of J. W. Harkins, formerly a member of Div. 796, will confer a

favor by corresponding with his sister, Mrs. May Bailey, R. F. D. No. 6, Box 25, Taylorsville, N. C.

Bros. J. J. Young and Wm. P. Hart will please correspond with the Ins.-Sec. of their Division, Geo. A. Norman, 444 S. 4th street, Raton, New Mexico.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., April 11th, cancer, Bro. Geo. B. Hudson, member of Div. 1.

Los Angeles, Cal., April 12, cancer, Bro. C. W. Wright, member of Div. 5.

Vincennes, Ind., April 26, Bro. C. A. Fogleman, member of Div. 11.

Utica, N. Y., April 17, complication of diseases, Bro. C. A. Mahar, member of Div. 14.

Canon City, Colo., April 20, Bro. Fred Ensey, member of Div. 29.

Cleveland, O., March 22, injuries, Bro. Ed. Robson, member of Div. 31.

St. Louis, Mo., April 13, hardening of arteries, Bro. W. H. Green, member of Div. 42.

Salamanca, N. Y., May 3, anemia, Bro. Wm. A. Perkins, member of Div. 47.

Connellsville, Pa., May 8, leakage of heart, Bro. H. J. Williams, member of Div. 50.

Charleston, Mass., April 9, tuberculosis, Bro. F. A. Allen, member of Div. 61.

Springfield, Mass., April 12, diabetes, Bro. L. H. Hall, member of Div. 63.

Toronto, Ont., April 23, paralysis, Bro. Fred Dixon, member of Div. 70.

New Haven, Conn., May 7, typhoid pneumonia, Bro. I. A. Dow, member of Div. 77.

Louisville, Ky., Feb. 7, heart disease, Bro. Wm. T. Saunders, member of Div. 78.

Hochelaga, P. Q., April 7, Bro. J. Rochon, member of Div. 91.

Baltimore, Md., April 7, hardening of arteries, Bro. E. J. Crook, member of Div. 97.

Thurmond, W. Va., April 8, coma, Bro. R. E. Duncan, member of Div. 101.

Columbia, Pa., May 11, Bro. A. J. Shank, member of Div. 104.

Cedar Rapids, Ia., April 2, hemorrhage, Bro. A. D. Burhyte, member of Div. 114.

Columbia Falls, Mont., March 30, heart failure, Bro. E. D. Burnette, member of Div. 116.

Indianapolis, Ind., April 22, cancer, Bro. M. Schreckengast, member of Div. 121.

Milwaukee, Wisc., April 21, uraemic poisoning, Bro. C. C. Myett, member of Div. 125.

Springfield, Ill., April 26, complication of diseases, Bro. Jas. P. Reilly, member of Div. 137.

Nashville, Tenn., April 12, tuberculosis, Bro. Jas. A. O'Connell, member of Div. 129.

Winslow, Ariz., April 25, accidentally shot, Bro. J. M. Scott, member of Div. 134.

New York City, May 2, Bright's disease, Bro. E. D. Webb, member of Div. 145.

Oakaloosa, Ia., April 9, cerebral hemorrhage, Bro. Peter R. McCoch, member of Div. 146.

Somerville, N. J., March 8, Bro. Chas. A. Houston, member of Div. 157.

Winnetka, Ill., May 3, diabetes, Bro. John Heath, member of Div. 185.

Oriaka, N. D., Feb. 5, acute dilatation of heart, Bro. H. T. Wright, member of Div. 202.

Junction City, Ia., April 12, endocarditis, Bro. A. M. Meeker, member of Div. 211.

Baltimore, Md., April 21, heart disease, Bro. Henry B. Spurrier, member of Div. 233.

Corning, N. Y., April 16, apoplexy, Bro. J. B. Orcutt, member of Div. 244.

Elkhart, Ind., April 4, fractured hip, Bro. A. H. Bissell, member of Div. 248.

Newton, Kans., April 7, Bright's disease, Bro. Geo. McQuiddy, member of Div. 252.

Byron, Ill., April 21, tuberculosis, Bro. B. F. Wilbur, member of Div. 258.

Easton, Pa., April 20, congestion of lungs, Bro. Reuben Kolb, member of Div. 259.

Caldwell, Kans., May 3, nephritis, Bro. John B. Dodds, member of Div. 261.

Conneaut, O., April 7, valvular heart disease, Bro. F. C. Peck, member of Div. 273.

Toronto, Ont., March 28, leakage of heart, Bro. H. M. Hunter, member of Div. 295.

Erie, Pa., April 24, Bro. A. E. Stone, member of Div. 298.

Suffolk, Va., Feb. 23, suicide, Bro. W. J. Walla, member of Div. 340.

Horton, Kans., April 23, pneumonia, Bro. O. M. Stone, member of Div. 346.

Wellston, O., April 19, pleura pneumonia, Bro. Chas. J. Littler, member of Div. 358.

LaGrande, Ore., April 4, senility, Bro. Oscar W. Moon, member of Div. 352.

Topeka, Kans., Feb. 21, Bro. E. A. Bowen, member of Div. 364.

S. Rome, Ga., April 6, blood poisoning, Bro. E. L. Pearce, member of Div. 368.

Florissant, Colo., May 2, edema of lungs, Bro. F. H. Burton, member of Div. 385.

Milwaukee, Wis., April 10, softening of brain, Bro. M. L. Coad, member of Div. 398.

Topeka, Kans., April 7, apoplexy, Bro. H. H. Gooder, member of Div. 398.

Renton, Wash., May 4, tumor, Bro. Chas. E. Hatheway, member of Div. 399.

Tusculumbia, Ala., April 1, run over by engine, Bro. J. L. Maya, member of Div. 423.

Centerton, Ark., April 19, stomach trouble, Bro. Ed. H. Heath, member of Div. 433.

Cumberland, Md., April 26, heart failure, Bro. M. F. Davis, member of Div. 437.

Cumberland, Md., April 22, pneumonia, Bro. Thos. McHugh, member of Div. 437.

Denver, Colo., March 31, operation, Bro. C. F. Burns, member of Div. 451.

Toledo, O., May 5, kidney trouble, Bro. W. B. Zeller, member of Div. 457.

Detroit, Mich., Jan. 30, pneumonia, Bro. Jas. J. Jeffries, member of Div. 457.

McKeesport, Pa., April 13, paralysis, Bro. F. E. Strahl, member of Div. 464.

St. Paul, Minn., March 3, operation, Bro. Geo. A. Trudeau, member of Div. 474.

Joliet, Ill., Feb. 21, paralysis, Bro. Geo. Goodrode, member of Div. 478.

Joliet, Ill., Feb. 12, dilatation of heart, Bro. A. T. Alexander, member of Div. 478.

Youngstown, O., March 23, paralysis of brain, Bro. C. P. Foley, member of Div. 522.

Van Buren, Ark., April 19, gastric carcinoma, Bro. E. Gipsan, member of Div. 524.

Rosebank, N. Y., April 16, apoplexy, Bro. John Weaver, member of Div. 541.

Schreiber, Ont., April 23, heart failure, Bro. Thos. McBride, member of Div. 562.

Portage, Wis., April 13, cerebral hemorrhage, Bro. Jas. E. Shaw, member of Div. 618.

Hannibal, Mo., April 19, Bro. J. W. Rowland, member of Div. 629.

Alexandria, La., April 23, Bright's disease, Bro. G. Baine, member of Div. 632.

Cumberland, Md., April 22, pneumonia, Bro. Samuel Caruthers, member of Div. 640.

Red Oak, Ia., Dec. 19, paralysis, Bro. M. E. Combs, member of Div. 642.

Creston, Iowa, Nov. 23, renal calculus, Bro. Frank Larson, member of Div. 642.

Savannah, Ga., April 24, neuralgia of heart, Bro. W. H. Prendergast, member of Div. 646.

Cowansville, P. Q., May 2, heart failure, Bro. D. A. Bowker, member of Div. 689.

Rensselaer, N. Y., April 16, chronic myocarditis, Bro. Chas. Lewis, member of Div. 752.

Hot Springs, Ark., April 20, carbolic acid poisoning, Bro. Jas. Dugan, member of Div. 762.

Glennwillard, Pa., April 2, pernicious anemia, Bro. A. H. Daugherty, member of Div. 769.

Pitcairn, Pa., April 29, typhoid pneumonia, Bro. Harry Robb, member of Div. 772.

Chicago, Ill., April 23, congestion of kidneys, Bro. Milton A. Bickford, member of Div. 826.

Longview, Texas, May 5, boiler explosion, Bro. O. C. Carroll, member of Div. 384.

Hutchinson, Kana., April 11, Mrs. Maggie Temple, wife of Bro. E. L. Thompson, member of Div. 364.

Baltimore, Md., April 4, heart disease, Mrs. Mary C. Wagner, wife of Bro. A. A. Wagner, member of Div. 353.

Philadelphia, Pa., March 28, Mrs. Mary B. Danhart, wife of Bro. T. Danhart, member of Div. 353.

San Francisco, Cal., April 7, Mrs. Anna C. Baloun, mother of Bro. Louis Baloun, member of Div. 161.

Abbeville, S. C., April 13, Edgar Owen, son of Bro. W. E. Owen, member of Div. 498.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 2—E. W. Bailey, from Div. 1.
- 5—J. E. Daigle, from Div. 277.
- 8—S. E. Howard, from Div. 364.
- 7—Joseph Hurst, from Div. 300.
- 14—W. S. Potter, from Div. 441.
- 32—W. F. Spalding, from Div. 815.
- 35—Wm. T. Piper, from Div. 766.
- 42—B. Buzzell, P. Schlievey, from Div. 123.
- 79—Thos. C. Biddle, from Div. 84.
- 90—D. Hockenbrocht, from Div. 250.
- 103—Walter Staples, from Div. 44.
- 189—R. M. Warner, from Div. 766.
- 189—R. G. Boatman, from Div. 713.
- 161—W. L. Davenport, from Div. 251.
- 161—S. E. Lund, from Div. 322.
- 136—Wm. L. Jones, from Div. 756.
- 199—O. P. Cady, from Div. 468.
- 226—E. J. Erickson, L. J. May, from Div. 180.
- 298—Moses Blue, from Div. 565.
- 325—John R. Rush, from Div. 454.
- 353—E. I. Barker, from Div. 739.
- 386—Geo. W. Brown, from Div. 463.
- 392—D. S. Morrow, from Div. 753.
- 439—A. S. Baker, M. F. McClusky, from Div. 473.
- 504—C. F. Smith, from Div. 801.
- 517—R. E. Brown, from Div. 392.
- 549—Fred Bohne, from Div. 150.
- 563—K. Barrett, L. Owen, from Div. 855.
- 566—H. F. Givler, from Div. 192.
- 569—C. E. Billingsley, from Div. 806.
- 664—C. H. Harmon, from Div. 161.
- 715—John Marshall, from Div. 716.
- 716—O. K. Moe, from Div. 854.
- 743—C. V. Robison, from Div. 591.
- 750—G. E. Nicholson, from Div. 855.
- 786—D. G. Moodie, from Div. 355.
- 786—W. N. Cole, from Div. 210.
- 805—L. J. Philpot, R. Milton, from Div. 669.
- 841—I. A. Lyerly, from Div. 242.
- 854—A. O. Moe, from Div. 716.
- 862—Wm. J. Clark, from Div. 331.
- 865—L. P. Breen, B. Barger, R. O. Bishop, J. E. Bishop, J. S. Davis, L. C. Dyer, O. V. Eberman, N. P. Johnson, K. B. Hamilton, L. A. Larson, H. P. Mitchell, Chas. Peterson, Wm. Ryan, W. W. Rush, C. K. Robbins, G. W. Schryer, J. I. Snyder, Geo. Synder, F. W. Sweeney, Thos. Trivellion, A. E. Vaughn, L. Van Buskirk, H. E. Walker, J. A. Zingheim, F. A. Kinney, from Div. 186.

### WITHDRAWALS

#### From Division—

- 1—W. T. Simpson.
- 37—J. J. Gilchrist.
- 68—Geo. Martindale.
- 78—J. P. Thompson.
- 123—A. P. Mercier.
- 143—John H. Kunze.
- 181—J. D. Buckley.

#### From Division—

- 242—C. A. Wooldridge.
- 371—Geo. W. Crossen.
- 466—Chas. H. Dunn.
- 497—E. R. Smith.
- 511—Z. M. Bevina.
- 672—P. O. Wood.
- 843—Ed Hipsley.
- 861—C. A. Solomsonson.

### REINSTATEMENTS

#### Into Division—

- 19—L. W. Dohm
- 114—H. F. McCardell.
- 124—D. R. Judy.
- 182—J. J. Brodie.
- 183—Lawrence Quealey.
- 186—John Wilson.
- 208—C. L. Young.
- 217—N. C. Austin.
- 225—T. J. Cundiff.
- 228—Geo. W. Sturman.
- 233—H. A. Hann.
- 264—A. D. Walker.
- 265—M. H. Thomas.
- 268—G. P. Schroeder.
- 290—Ralph Loudy.
- 293—L. M. Rowan.
- 294—E. C. Williams.
- 294—John C. Hansen.
- 298—A. P. Laughran.
- 314—I. E. Albritton.
- 317—W. R. Sanders.
- 317—J. A. Roark.
- 323—J. G. Hammond.
- 327—J. W. Goodwin.
- 327—A. S. LaGrange.
- 339—J. T. Steckman.
- 343—M. E. Langford.
- 368—Ralph L. Robinson.
- 371—T. C. Hays.

#### Into Division—

- 371—M. Stewart.
- 386—C. M. Winsted.
- 386—P. H. Purcell.
- 386—H. C. Wilson.
- 396—W. H. Hutchings.
- 404—C. B. Willard.
- 427—W. J. Williams.
- 437—C. D. Rinker.
- 445—W. A. Sisk.
- 448—J. A. Griffith.
- 472—Wm. H. Woodside.
- 624—J. J. Waddell.
- 632—C. A. Curtis.
- 636—H. Chitwood.
- 682—Wm. J. Kennedy.
- 683—A. J. Shallbetter.
- 696—T. R. Davis.
- 753—J. A. Cooper.
- 776—G. F. Middlekauf.
- 786—J. L. Austin.
- 790—H. H. Daniels.
- 794—Ed Bliss.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 32—C. W. Dusell.
- 73—Ollis Johnson.
- 81—Harry Pitt.
- 236—J. A. Hendrix.

#### From Division—

- 493—A. D. Long.
- 642—C. E. Irwin.
- 687—Wm. Morton.
- 736—A. W. Cohenour.

#### FOR OTHER CAUSES

#### From Division—

- 18—E. M. Dwyer, R. N. Reynolds, forfeiting insurance.
- 31—Frank Baldanzo, forfeiting insurance.
- 85—A. F. Williams, not corresponding with Division and forfeiting insurance.
- 88—W. W. White, violation of obligation and Sec. 52 Statutes.
- 93—J. W. Anderson, forfeiting insurance.
- 95—F. B. Taylor, Otto Dallar, forfeiting insurance.
- 139—E. B. Clark, violating Sec. 52 Statutes.
- 145—H. E. Gorman, forfeiting insurance.
- 150—John F. Driscoll, J. J. Maher, M. Maloney, violation of Sec. 35, Standing Rules and Resolution 5 of Ritual.
- 175—Sam Wirt, forfeiting insurance.
- 177—R. L. Brooks, non-payment of insurance.
- 223—J. W. Green, violation of obligation.
- 226—L. J. Morninghewig, forfeiting insurance.
- 317—C. A. Coffin, forfeiting insurance.
- 332—A. B. Moore, violation of obligation and unbecoming conduct.
- 441—I. B. Marcy, C. G. Miller, J. H. Mahoney, forfeiting insurance.
- 444—R. J. Knieley, violation Sec. 52 Statutes.
- 457—J. A. Lang, L. A. Williams, forfeiting insurance.
- 497—Howard A. Park, E. M. Craig, forfeiting insurance.
- 624—J. H. Rebman, Fred Miley, F. Kantock, forfeiting insurance.
- 634—Roy Stark, forfeiting insurance.
- 794—H. L. Case, forfeiting insurance.

The expulsion of A. W. Wallace from Div. 630, which appeared in the May JOURNAL, was an error in reporting to Grand Office.

C. K. DOBBINS, S.-T. Div. 630.

Cause of expulsion of W. A. Lomax from Div. 224, which appeared in January JOURNAL was incorrectly reported to Grand Office and should have read for "Non-payment of dues."

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 77-81

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, June 1, 1917.

Dear Sirs and Bros.—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
1	Edward Strank...	38	190	Apr. 24, 1905	Apr. 5, 1917	Left arm amputat'd	\$3000	Self.
2	Geo. W. McQuiddy	46	252	July 17, 1911	Apr. 7, 1917	Nephritis	1500	May D. McQuiddy, w
3	Peter R. McCosh...	55	146	May 29, 1903	Apr. 9, 1917	Cerebral hemorrhage	750	Grace S. McCosh, w.
4	A. D. Burhyte...	53	114	Oct. 1, 1893	Apr. 2, 1917	Cerebral hemorrhage	3000	Alice Burhyte, w.
5	J. P. Collins...	54	658	Nov. 19, 1906	Apr. 8, 1917	Killed	1500	Catherine Collins, w.
6	Amil Yamke...	34	478	Aug. 7, 1913	Apr. 11, 1917	Left arm amputated	1500	Self.
7	Oscar W. Moon...	76	362	Nov. 3, 1881	Apr. 4, 1917	Exhaust'n of senility	3000	Lydia J. Moon, w.
8	H. F. Bates...	72	260	June 18, 1883	Apr. 9, 1917	Pneumonia	3000	Children.
9	Jas. A. O'Connell	41	129	Oct. 15, 1907	Apr. 12, 1917	Tuberculosis	4500	Mary O'Connell, w.
10	L. H. Hall...	53	63	Mar. 2, 1902	Apr. 12, 1917	Myocarditis	1500	Rose V. Hall, w.
11	C. A. Mahar...	55	14	Oct. 24, 1897	Apr. 17, 1917	Carcinoma of prost'te	1500	Cath'ine A. Mahar, w
12	Jas. E. Shaw...	37	618	Apr. 14, 1912	Apr. 12, 1917	Cerebral hemorrhage	1500	Violet Shaw, w.
13	E. J. Crook...	65	97	July 30, 1892	Apr. 5, 1917	Arterio sclerosis	1500	Lillian A. Crook, w.
14	C. F. Lewis...	51	752	Sept. 14, 1895	Apr. 16, 1917	Chronic myocarditis	1500	Anna M. Lewis, w.
15	Fred C. Peck...	50	273	Dec. 15, 1901	Apr. 7, 1917	Endocarditis	1500	Sadie Peck, s.
16	Stewart Weiss...	39	707	May 19, 1912	Mar. 31, 1917	Pneumonia	1500	Thos. J. Weiss, f.
17	J. W. Rowland...	57	629	Oct. 26, 1908	Apr. 19, 1917	Killed	1500	Anna J. Rowland, w.
18	F. E. Strahl...	52	464	June 14, 1898	Apr. 13, 1917	Pneumonia	1500	Albertina Strahl, w.
19	C. H. Littler...	57	358	Feb. 24, 1901	Apr. 18, 1916	Broncho pneumonia	1500	Mary Littler, w.
20	C. W. Wright...	49	5	Sept. 5, 1894	Apr. 12, 1917	Cancer	3000	Annie Wright, w.
21	W. H. Green...	68	42	Mar. 6, 1881	Apr. 13, 1916	Rupture of aneurism	4500	Wife and daughter.
22	A. M. Meeker...	50	211	June 21, 1903	Apr. 12, 1917	Endocarditis	1500	Mary Meeker, w.
23	John Rochon...	45	91	Apr. 23, 1890	Apr. 7, 1917	Cancer of throat	750	Louisa D. Rochon, w.
24	C. E. Landmesser...	36	135	Feb. 12, 1910	Apr. 4, 1916	Blind, left eye	1500	Self.
25	S. M. Carothers...	49	640	Apr. 4, 1914	Apr. 22, 1917	Pneumonia	1500	Louisa Carothers, w.
26	J. B. Orcutt...	61	244	Dec. 10, 1899	Apr. 16, 1917	Paralysis	1500	Louise Orcutt, w.
27	O. M. Stone...	66	346	Feb. 8, 1890	Apr. 23, 1917	Pneumonia	1500	Emma S. Stone, w.
28	R. E. Duncan...	53	101	Sept. 16, 1901	Apr. 4, 1917	Uraemic coma	1500	Nannie Duncan, w.
29	M. Schreckengost...	67	121	Sept. 29, 1893	Apr. 23, 1917	Pyloric ulcer	1500	K.M. Schreckeng't, w
30	F. H. Coker...	62	158	Aug. 22, 1891	Apr. 12, 1917	Locomotor ataxia	1500	Lillie May, m. n.
31	M. L. Coad...	52	393	Nov. 22, 1903	Apr. 10, 1917	Paresis	3000	Martin G. Coad, w.
32	Wm. G. Satterfield	69	519	Jan 18, 1888	Apr. 11, 1917	Nephritis	3000	Marg't Satterfield, w
33	Reuben Kolb...	65	259	Nov. 28, 1886	Apr. 20, 1917	Congestion of lungs	3000	Chas. A. Kolb, s.
34	C. C. Myett...	71	125	Apr. 8, 1886	Apr. 21, 1917	Uremic poisoning	3000	Daughters and sister.
35	B. F. Wilbur...	46	253	Aug. 23, 1904	Apr. 21, 1917	Tuberculosis	1500	Mary E. Wilbur, w.
36	Thos. McBride...	64	562	Mar. 16, 1887	Apr. 23, 1917	Myocarditis	1500	Annie McBride, w.
37	E. B. Talley...	49	489	Dec. 11, 1892	Apr. 21, 1917	Endocarditis	1500	Josie Talley, w.
38	H. Spurrier...	62	233	Oct. 27, 1891	Apr. 21, 1917	Nephritis	1500	Frances Spurrier, w.
39	Jos. M. Kuhn...	46	419	May 12, 1901	Apr. 24, 1917	Cirrhosis of liver	750	Margueretta Kuhn, w
40	E. Gipson...	62	524	Jan. 28, 1898	Apr. 19, 1917	Cancer of stomach	1500	Ella Gipson, w.
41	Thos. H. Burns...	57	241	Sept. 16, 1887	Apr. 15, 1917	Killed	3000	Maggie Burns, w.
42	A. A. Dougherty...	50	769	July 8, 1912	Apr. 2, 1917	Pernicious anaemia	1500	Son and daughter.
43	R. L. N. Carman...	41	639	July 2, 1910	Apr. 18, 1917	Killed	1500	Susan E. Carman, w.
44	Harry Robb...	38	772	Oct. 22, 1911	Apr. 29, 1917	Pneumonia	3000	Laura B. Robb, w.
45	Wm. Pickels...	41	132	Apr. 19, 1910	Apr. 8, 1917	Typhoid fever	1500	Wife and mother.
46	Fred Eusey...	73	29	July 30, 1887	Apr. 20, 1917	Angina pectoris	3000	Brothers and sisters.
47	Wm. H. Tiffany...	65	137	June 5, 1890	Apr. 4, 1917	Left leg amputated	1500	Self.
48	E. L. Pearce...	51	368	July 9, 1905	Apr. 5, 1917	Septicemia	3000	Daughter and sons.
49	Jos. Byrne...	54	183	Oct. 4, 1889	Nov. 7, 1915	Blind left eye	3000	Self.
50	W. F. Wakeman...	33	89	Oct. 20, 1912	Oct. 19, 1916	Killed in war	1500	Wm. Wakeman, f.
51	W. B. Zelter...	69	457	Sept. 6, 1887	May 3, 1917	Nephritis	1500	Alice Zelter, w.
52	J. G. Phillips...	61	851	Dec. 25, 1898	May 4, 1917	Acute cystitis	1500	Annie G. Phillips, w.
53	Wm. A. Perkins...	47	47	Dec. 30, 1892	May 3, 1917	Pernicious anaemia	3000	Jennie E. Perkins, w
54	John B. Dodds...	46	261	May 26, 1907	May 3, 1917	Nephritis	3000	Jessie A. Dodds, w.
55	Irving A. Dow...	47	77	Sept. 10, 1905	May 7, 1917	Typhoid fever	3000	Etta F. Dow, w.
56	H. N. Richards...	50	699	Apr. 7, 1901	May 15, 1916	Blind	750	Self.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
57	F. H. Burton.....	52	385	Apr. 5, 1903	May 2, 1917	Heart trouble.....	\$3000	Kittie R. Burton, w.
58	M. A. Bickford.....	51	826	Oct. 6, 1913	Apr. 23, 1917	Nephritis.....	1500	Anna Bickford, w.
59	Thos. McHugh.....	44	437	Nov. 25, 1900	Apr. 22, 1917	Pneumonia.....	1500	Katie McHugh, s.
60	Wm. L. Counts.....	46	158	Dec. 14, 1909	Apr. 10, 1916	Blind left eye.....	1500	Self
61	C. A. Houston.....	73	157	Mar. 29, 1884	Mar. 8, 1917	Mitral regurgitation.	3000	Children.
62	Wm. J. Collins.....	42	10	Sept. 10, 1911	Apr. 8, 1916	Blind right eye.....	1500	Self.
63	M. Moynihan.....	65	157	July 18, 1892	May 5, 1916	Blind left eye.....	3000	Self.
64	T. A. Ayles.....	43	617	Dec. 30, 1907	Feb. 1, 1917	Killed.....	1500	Maggie Ayles, w.
65	Wm. G. Campbell.....	55	469	June 16, 1897	Mar. 27, 1917	Killed.....	3000	S. M. L. Campbell, w
66	F. A. Dixon.....	66	70	Jan. 27, 1880	Apr. 17, 1917	Apoplexy.....	3000	Amelia Dixon, w.
67	Chas. Zryd.....	54	94	May 20, 1891	Apr. 19, 1917	Cerebral hemorrhage	1500	Minnie Zryd, w.
68	Gid Bain.....	33	632	Nov. 13, 1910	Apr. 23, 1917	Chronic nephritis...	3000	Mittie A. Bain, w.
69	W. H. Prendergast.....	63	646	Sept. 8, 1892	Apr. 24, 1917	Angina pectoris.....	4500	Children.
70	John M. Scott.....	44	134	May 20, 1901	Apr. 25, 1917	Gunshot wound.....	750	Mrs. E. V. Scott, w.
71	J. P. Reilly.....	51	127	Apr. 27, 1891	Apr. 26, 1917	Cirrhosis of liver....	1500	Rosa Jane Reilly, w.
72	J. P. McGuire.....	62	357	Nov. 9, 1896	Apr. 29, 1917	Arterio sclerosis.....	3000	Children.
73	John Kyle.....	60	74	Nov. 3, 1889	May 4, 1917	Chronic nephritis...	3000	Lydia A. W. Kyle, w
74	Jacob Christ.....	73	403	Aug. 30, 1889	May 4, 1917	Cerebral hemorrhage	1500	Amelia Christ, w.
75	Jas. A. Miller.....	67	715	Jan. 1, 1875	May 4, 1917	Pernicious anaemia...	3000	Lawful heirs.
76	O. C. Carroll.....	40	834	Apr. 18, 1912	May 5, 1917	Killed.....	1500	Minnie Carroll, w.
77	E. K. Foster.....	41	769	Dec. 1, 1912	May 7, 1917	Left leg amputated...	4500	Self.
78	R. C. Carter.....	49	335	Mar. 15, 1911	May 8, 1917	Angina pectoris.....	1500	Lucy F. Carter, w.
79	H. J. Williams.....	46	50	Oct. 29, 1902	May 8, 1917	Heart disease.....	3000	Sarah E. Williams, w
80	A. J. Shenk.....	49	104	June 16, 1901	May 11, 1917	Killed.....	1500	Malinda S. Shenk, w.
81	W. R. Marley.....	64	589	Aug. 19, 1896	May 13, 1917	Cerebral hemorrhage	3000	Margaret Marley, w.

Total number of disability claims

9 / 81

Total number of death claims

72 / 81

Total amount of claims, \$171,750.00

## Financial Statement

CLEVELAND, O., May 1, 1917.

## MORTUARY FUND FOR APRIL

Balance on hand April 1, 1917.....	\$153,583 61
Received by assessments Nos. 899-908 and back assessments.....	\$198,276 74
Received from members carried by the Association.....	2,734 60
Interest.....	356 44
	<hr/>
	\$201,387 78
	<hr/>
Total.....	\$354,961 89
Paid in claims.....	200,136 08
	<hr/>
Balance on hand April 30.....	\$154,815 81

## SPECIAL MORTUARY FUND FOR APRIL

Balance on hand April 1.....	\$900,657 88
Received in April.....	22,807 67
	<hr/>
Balance on hand April 30.....	\$923,465 55

## EXPENSE FUND FOR APRIL

Balance on hand April 1.....	\$96,051 17
Received from fees.....	\$ 243 84
Received from 2 per cent.....	4,567 56
	<hr/>
	\$ 4,811 40
	<hr/>
Total.....	\$ 99,862 57
Expenses for April.....	2,645 65
	<hr/>
Balance on hand April 30.....	\$97,216 92

## Statement of Membership

FOR APRIL, 1917

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership March 31, 1917.....	1,498	43,098	121	19,839	5	4,535
Applications and reinstatements received during the month.....		231		57		19
Totals.....	1,498	43,324	121	19,896	5	4,554
From which deduct policies terminated by death, accident, or otherwise.....	7	148		48		12
Total membership April 30, 1917.....	1,491	43,176	121	19,848	5	4,542
Grand total.....						69,183

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, Niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,828.43.

Arthur V. Burch, son of our late Brother N. M. Burch, of Div. No. 59, Rensselaer, N. Y., amount due \$23.15.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID MAY 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
673	401	Chas. A. Shaner.....	\$85 71	719	207	E. A. Price.....	\$54 29
674	317	J. W. Keith, Adv.....	900 00	720	584	Jesse P. Rowley.....	15 00
675	42	A. C. Brennecke.....	188 57	721	372	Phil Rothenbach.....	28 57
676	21	T. M. Spalding.....	31 43	722	572	W. H. Seidel.....	30 00
677	237	E. E. Hale.....	22 36	723	239	Michael O'Connor.....	17 15
678	720	Fred Ehler.....	8 57	724	372	Andrew Fallor.....	30 00
679	150	Frank Burns.....	30 00	725	761	George A. Bennett.....	10 00
680	237	Joseph Figner.....	68 57	726	891	Walter D. Gates.....	30 00
681	606	Edward W. Smith.....	71 43	727	905	Hugh Ross.....	45 71
682	8	G. M. Blackburn.....	8 57	728	784	C. A. Davis.....	22 57
683	29	Henry W. Hartman.....	180 00	729	633	Herbert Conant.....	94 29
684	66	T. J. Campion.....	84 29	730	829	W. E. Beatty.....	28 57
685	73	Ernest A. Pedder.....	75 00	731	10	Frank M. B. Shattuck.....	471 43
686	101	J. W. Shepherd.....	20 00	732	86	Charles Sharon.....	14 29
687	184	H. O. Bell.....	45 00	733	671	Frank O. Roberts.....	171 43
688	223	Herman Dow.....	40 00	734	820	W. H. Doutas.....	180 00
689	265	Henry B. Geriner.....	36 43	735	156	E. N. Parnell.....	141 45
690	313	A. W. Green.....	77 14	736	769	W. H. Peters.....	42 86
691	339	Walter J. Lowry.....	80 00	737	187	A. F. Anderson.....	22 86
692	349	August Norden.....	257 14	738	754	S. A. Pearce.....	79 29
693	395	E. A. Foley.....	21 43	739	309	W. D. Kinzer.....	184 29
694	445	John R. Witten.....	123 57	740	546	Ed Lazenby.....	120 00
695	463	P. M. Lambert.....	30 00	741	495	B. L. Stamps.....	37 14
696	471	W. A. Comstock.....	10 71	742	357	Samuel A. Burnell.....	114 29
697	489	E. R. Manson.....	167 16	743	155	John Welsh.....	20 00
698	502	A. F. Donnelly.....	100 00	744	788	John I. Catchings.....	54 29
699	511	M. F. Smith.....	37 14	745	539	George H. Green.....	14 29
700	196	W. Weidman.....	77 14	746	495	Con P. Cassidy.....	14 29
701	606	J. S. Burden.....	520 00	*747	573	T. E. Briggs, Adv.....	120 00
702	107	W. A. Murphy.....	22 86	*748	358	D. E. Morrey, Adv.....	70 00
703	546	Ed. H. Peterman.....	217 14	*749	232	Forrest Bullard, Adv.....	160 00
704	504	Ernest Brandt.....	62 86	750	307	T. C. Totten.....	107 16
705	806	W. A. De Long.....	34 29	*751	527	D. H. Diller, Adv.....	350 00
706	568	W. Rothner.....	63 58	752	3	E. H. Kruse.....	51 43
707	339	C. R. Smith.....	30 00	753	836	E. M. Burns.....	125 71
708	671	Martin Newark.....	30 00	754	444	T. C. Jenkins.....	17 14
709	724	E. C. Barrett.....	34 29	755	744	Chas. R. Shaddock.....	437 14
710	606	J. C. Du Bois.....	49 29	756	80	Louis M. Sill.....	53 57
711	548	C. A. Wilcox.....	75 00	757	101	Ben E. Marable.....	94 29
712	816	Robert P. Corrigan.....	20 00	758	294	Richard E. Hausen.....	20 00
713	809	Wm. Netze.....	85 71	759	563	W. D. Robbins.....	40 00
714	408	J. D. Terrell.....	14 29	760	363	John W. Parrish.....	57 14
715	336	Fred Deyer.....	34 29	761	178	Ed F. Burke.....	200 00
716	66	George F. Timeson.....	30 00	762	184	J. W. Bridge.....	34 29
717	178	E. I. Gorsuch.....	40 71	763	230	C. R. Hageneyer.....	40 00
718	178	E. J. Boling.....	29 57	764	359	George M. Watson.....	17 14

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
765	400	C. F. Barrett	\$28 57	785	190	T. J. Sowards	\$20 00
766	500	James M. Wylie	57 14	*916	290	Alex. T. Stewart, Adv.	90 00
767	423	Rufus S. Porter	38 58	*153	100	A. R. Ayers, Adv.	45 00
768	318	J. M. Filkins	90 00	*818	210	J. L. Fickling, Adv.	150 00
769	7	Jesse C. Miller	11 43	**174	325	J. C. McClelland, Adv.	450 00
770	646	J. M. Lindsey	70 00	*543	212	James Costlow, Adv.	140 00
771	219	T. E. Watta	17 14	*949	66	C. A. Robinson, Adv.	60 00
772	582	Harry M. Johnson	51 43	*528	121	P. A. Quigley, Adv.	100 00
773	674	Steve Zebos	117 14	*529	131	Rush A. Eddy, Adv.	100 00
774	156	Wm. M. McKenna	11 43	108	302	Peter M. Brusco, Bal.	108 57
775	798	D. Guthrie	25 71	*479	338	T. A. Lyons, Adv.	100 00
776	87	William C. Whish	50 00	**341	443	P. F. Schnabel, Adv.	165 00
777	778	R. C. Oliver	8 57	781	47	Ira O. Jones, Bal.	57 86
778	829	W. Tussey	10 71	841	443	P. F. Schnabel, Bal.	60 00
779	609	W. W. Gray	88 57	*315	547	P. H. Dorsey, Adv.	160 00
780	48	Sylvester B. Childers	28 57	**436	569	J. C. Hartzler, Adv.	125 00
781	130	Bowen C. Hyde	71 43	*203	19	Frank S. Padgett, Adv.	95 00
782	297	John Whitney	30 00	*779	267	T. B. C. Knight, Adv.	160 00
786	190	G. T. Woodson	197 14	*223	86	Jesse D. Morgan, Adv.	320 00
784	261	James Heory	47 14	*603	66	Herman Rupp, Adv.	40 00
							\$11,997 24 11,997 24

Total number of Weekly Indemnity Claims, 111. \*Number of Advance Payments on Claims, 18.

\*\*Claims reopened, 8.

#### INDEMNITY DEATH AND DISABILITY CLAIMS PAID MAY 1, 1917.

Claim	Div.	Name	Amt. Paid	
195	423	James L. Mays	\$2,100 00	
196	190	Edward Strank, left arm amputated	2,100 00	
197	421	Wm. C. Cutler	2,100 00	
198	378	C. M. George	1,050 00	
			\$7,350 00	\$7,350 00

Total number of Indemnity Death and Disability Claims, 4.

Weekly Indemnity Claims paid from December 1, 1906, to April 1, 1917

\$900,027 68

Indemnity Death and Disability Claims paid from April 1, 1907, to April 1, 1917...

537,544 28

\$1,287,571 96

\$19,347 24

\$1,237,571 96

\$1,256,919 20

#### NOTICE TO INDEMNITY POLICYHOLDERS.

The Third Quarterly Premium for 1917 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 30th of June, 1917. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y & Treas.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG. CLEVELAND, O.

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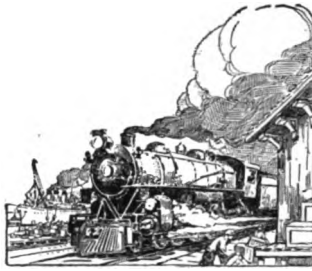


Vol. 51

JULY, 1917

No. 7





# *The Good Things of the World*

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PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS  
C. H. SALMONS, EDITOR AND MANAGER  
1124 E. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

JULY, 1917

Number 7

## The Banner Betsy Made

We have nicknamed it "Old Glory"

As it floats upon the breeze,  
Rich in legend, song and story  
On the land and on the seas;  
Far above the shining river,  
Over mountain, gorge and glade,  
With a fame that lives forever,  
Floats the banner Betsy made.

How they cheered it and its maker  
They the gallant sons of Mars!  
How they blessed the little Quaker  
And her flag of stripes and stars!  
'Neath its folds, the foemen scorned,  
Glinted bayonet and blade,  
And the breezes of the morning  
Kissed the banner Betsy made.

Now she sleeps, whose fingers flying,  
With a heart to Freedom true,  
Mingled colors bright, undying—  
Fashioned stars on field of blue;  
It will lack for no defender  
When the foreign foes invade,  
For our Nation rose to splendor  
'Neath the banner Betsy made.

—Thomas C. Harbaugh in *Four-Track News*.

## Joanna and the Family Fate

BY ANNE O'HAGAN

Copyright by Frank A. Munsey Co.

It was the chief article of the Baxter family faith that frivolity ill becomes a woman. All the sisters of the Rev. Elijah Baxter had been serious minded—pioneer woman physicians, woman collegians, woman suffragists, and the like. His wife, having no sisters, had concentrated the earnestness of a whole family in her-

self and had married the Rev. Elijah, than which no more conclusive evidence of seriousness could be imagined.

The Baxter girls up to Joanna had continued the family tradition fittingly. Cornelia had gone to Japan to convert the inhabitants of that island kingdom to her father's creed and had there married a brother missionary, Eliza taught mathematics in a Western coeducational college, Sarah was the traveling delegate for the Society for the Suppression of Smokers, and Sophia had proved her entire spiritual kinship with the Baxters by marrying a widowed country doctor with seven small children.

When Joanna was born, twelve years after the youngest of her sisters, a baby had been too great a novelty in the personage to escape undue petting. This fact was held later to account for much that worried and disheartened the Baxters.

When Joanna came home from college—she had steadfastly, even rebelliously, refused to attend the institution of learning in which Eliza taught mathematics—her parents looked at her with foreboding and at each other with dismay. From her smart stock to her smart shoe laces she seemed to them to radiate worldliness. They took prompt counsel together concerning her reformation. They divided the labor, having a premonition of its immensity.

"After you have talked with her seriously about her future," said Mrs. Baxter, "I will speak to her of her dress,

Apparently it has been a great mistake to let her spend the last two vacations away from home and to let her buy her own clothes, but I did it for the best. How shall a young woman learn thrift and self-reliance except by such methods?"

"Bring her to me," rumbled Joanna's father.

Joanna floated into the study, all pink flounces and point d'esprit fichus.

"Isn't this a duck of a negligee, mother dear?" she demanded. "And I've bought you one as pretty, all lavender lawn and white mull. And you've got to do your hair quite differently. I'll show you how."

"Joanna, your father wishes to talk seriously to you."

"I wish you'd call me Jo. All the girls do," remarked the young woman, curling a blown strand of her hair about a lead pencil from her father's desk.

The Rev. Elijah said a few words on the essential vulgarity of nicknames; then he came to the point of his discourse.

"Joanna, what career, if any, attracts you?"

At that Joanna shook a little chime of silver bells in her throat and laughed.

"A career? Me? Why, I got my degree only by the skin of my teeth! Worked off a sophomore mathematics condition only the week before graduation. Black coffee and a wet towel about my head three nights running!"

"Joanna!"

Joanna looked startled.

"But that's the way we always crammed for exams," she said in hurt protest.

When Joanna's eyes showed hurt and her lips quivered not even the sense of the awful seriousness of life could keep her father to his discourse. He cleared his throat and said:

"There, there, we'll talk of that later."

When he had finally elicited the information that her "life work" was a subject to which Joanna had given no thought he sighed.

"I fear you do not take existence seriously enough, Joanna. You are twenty-two. You should have formulated some notion of what you wish to do to leave the world a better place than you found it."

"Oh, I dare say I'll get married some day," said Joanna casually. "Are there any amusing men in town?"

"Amusing!" gasped Mrs. Baxter.

"Amusing!" thundered Mr. Baxter.

Having thus precipitated the catastrophe, Joanna learned in three minutes that she was designed, in default of any nobler choice on her own part, as a helpmeet for the Rev. Lemuel Towers of Lucknow, India.

"He is at home on the first visit in eight years," said her father. "He is—his estimable first wife is no more. In the mission field a man needs a wife. He has been—er—impressed with your pictures and—er—what we have told him of your true character. He once met your sister Cornelia. He wishes an opportunity to win you—regard."

Joanna had recovered her breath.

"Stop!" she commanded imperiously.

"It is horrible! How can you want to send me away from you, away from my home? And I won't marry him. I won't marry any minister! I won't! I hate them all—all but you, father!"

She began to sob tempestuously.

Three days later, having contumeliously refused to make her appearance whenever the Rev. Lemuel Towers came to the parsonage, she was shipped to Eliza in the Rocky mountains. Eliza had always had influence with her, her parents recalled thankfully.

"What is that man doing?" Joanna demanded of the stage driver in whose taciturn company she was finishing the journey to Eliza.

She indicated a stalwart figure standing astride of two rocks in the clear, rushing stream beside which the road twisted through the mountains.

"Fishin.' Can't you see's much as that?"

"Oh, of course!" murmured Joanna, abashed. "I see the rod now."

At that second the fisherman wound his reel swiftly, and there flashed in the afternoon sunlight a glittering something at the end of the slender line.

"Good catch!" roared the stage driver above the rumble of his wheels and the foaming of the water. The fisherman looked up to wave an acknowledgment of

the compliment; but, seeing Joanna, her slim body bent forward, her young face smiling and interested, he pulled his battered cap off his head and stared until the wagon disappeared at the next bend.

"Who is he?" asked Joanna.

"Dunno. Campin' a mile or two up here. Brought up his own things, so I didn't have no chance to get acquainted with him. Here we are." And he swung into sight of the picturesquely rough hotel where Eliza awaited her sister.

Perhaps her heart was a little heavy as she wandered alone the next morning through the woods behind the hotel.

She made no effort to read the book which she had brought with her. On the spacious heights with yet higher heights above and a crystalline blueness crowning all, with pines and aspens marshaled up and down the slopes and grasses and wild flowers and sun-flecked shadows flooring all the mountains, mere existence was enough.

Hunger, of course, roused her from this Nirvanic ecstasy. She looked at her watch, sighed, arose and wandered back toward the hotel.

The trail seemed longer than she had remembered it, but she had a conviction that no other path had crossed it. That conviction had gradually given way to doubt and that to desperation, when finally she saw ahead a gleam of canvas and the curling of smoke. A man bent over a fire, cooking.

"Pardon me"—began Joanna clearly. The man turned—the tall, strong smooth shaven, homely fisherman of yesterday.

"Oh!" said Joanna limply. "It's you!"

"And you!" he answered kindly. Joanna blushed.

"I beg your pardon," she said formally. "I want to find my way back to the Cascade hotel. I was—or I thought I was—in the woods just behind it, but I seem to be astray."

"You are somewhat out of your road," he answered as formally. "But I shall be very glad to take you to the point where you took the wrong turn"—

"The wrong turn?" mused Joanna.

"The right turn!" declared the young man firmly.

They looked at each other and laughed.

"I don't want to interfere with your luncheon," Joanna began again politely.

"If I could persuade you to share it!" begged the young man deferentially. "I fear you will be too late for a decent meal at the Cascade house."

Joanna hesitated. She thought of the Rev. Elijah and her mother, of her array of excellent relatives and of the ordinary conventions of ordinary life. Then she looked about her, and she knew that this was not the world as she had known it. She deliberately brushed aside all other considerations.

"If you only would give me a bite!" she said. "I'm starving!"

"Perhaps," he remarked tentatively as Joanna devoured trout with hot biscuit and coffee, "perhaps I had better introduce myself."

"Please don't," she begged or commanded. "I wish to pretend that things are all as I want them to be, and I can't if I have to know a lot of stupid facts. No. This is my own desert island—mountain then. I am a sort of Robinson Crusoe person, and you—you're just Friday!"

"Your man Friday."

Joanna had the grace to blush at this. She hid the blush, however, behind a biscuit, which she consumed with great deliberation. Then she said distinctly:

"And now if you will be so kind as to set me on the road home I shall be very grateful."

Eliza's routine of study was very little interrupted during July, and, as she wrote to her parents, Joanna seemed healthy and fairly contented, though occasionally pensive. One's spirits, however, she added reassuringly, were liable to be variable during the first part of one's residence in so high an altitude. Joanna had developed a fondness for fishing, Eliza regretted to inform them, as she herself bewailed all slaughter of animals, whether for sport or food. Joanna also took long walks, sometimes with the other guests at the hotel, more often alone. Doubtless in the opportunities for reflection thus afforded her she was reaching conclusions concerning her future.

A few weeks later Joanna was walking with quick, nervous, determined steps

through the wood behind the hotel. As she swung into the path toward the camp of the man Friday she flushed to her temples. She kept repeating to herself what a woman on the piazza had said last night—"the sort of young person who picks up acquaintances in haphazard style."

She walked on bravely and directly. She had never gone unaccompanied beyond the crossroads since the first day. He had always met her, by a happy chance, somewhere on the hills.

He looked up at the sound of her approach and sprang to his feet, to come hastily and happily toward her.

"You said yesterday that you would not come out with me today," he cried, "or I should have been lurking about in the woods."

"I know. But I've come."

She spoke heavily and paused. Then she hurried on quickly.

"I've just come to my senses," she said. "I've—I've been crazy—this last month—crazy with freedom and obstinacy."

"You've been the most!"

"No, no. Don't stop me. I want to say it all and go away. I've acted the way I have, I've picnicked with you, fished with you, tramped with you, a stranger, out of bravado and!"

"Was it nothing but bravado?" asked the man Friday, very pale himself now.

"Oh, yes! The sweetness of it, the beauty of it—I can't say what I mean, but it was like dewy mornings. Oh, I've liked it, I've liked it very much, and it never seemed to me for a minute horrid and common and vulgar. But last night I began to see how you must think of it, of me!"

"Have I done anything to make you believe that I thought anything unworthy of?"—he hesitated and looked at her, then looked around him—"of this?"

"No, no! But you might some time come to think of me as!"

"What I think of you now I shall think of you always. And that is this—oh, child, don't you know? That you are the one woman for me—the one woman? If you reproach yourself for our meetings I am to blame. I should have told you who

I was, should have gone to that gossiping old hostelry of yours and met you with all the rites—no, hang it, I should not have done anything of the sort! Why should I have spoiled an idyl? I didn't want you to know who I was at first. It makes an immediate difference in people's attitudes to learn that one is a clergyman. I wanted to be just a fellow human for awhile—just a man. What is the matter, child, my dear?"

For Joanna, after one wild look at him, had burst into a hysterical laugh. It ended in a sob, smothered on his shoulder.

"Yes"—the Rev. Elijah spoke to a congratulatory caller with a certain pompous placidity—"yes, Joanna is to leave us. Of course you have heard of Dr. Graham's work in New York? They tell me that his city missionary program is the finest one there. He is young to be rector of so important a church as St. Jude's on the avenue. Of course"—and the Rev. Elijah sighed—"we could have wished that he was of our own denomination, but the affections cannot be coerced, you know. And Joanna's life work as his wife will be a very earnest one. None of our children, we are humbly proud to say, has failed to find a useful, serious mission in the world."

### Goat Wilson, Sheep Herder

BY ALICE LOUISE LEE

Lame Mort was preparing dinner against the arrival of the Cody stage. He sat on a box—the stagecoach station boasted no chairs—peeling potatoes without troubling himself to remove the dirt filled eyes.

Occasionally Lame Mort glanced out of the small dirty window and chuckled. All that was visible outside was the top of a cap and the edge of a tall sheepskin collar, not in themselves a mirth provoking sight. It was the occupation of the wearer which convulsed the stage host.

"Makin' a choice," he muttered. "It must be nerve wearin', agitatin' work this hikin' out on the trail of a wife."

The speaker chucked the potatoes into a kettle and, limping to the door, grinned down at the solitary inhabitant of the bench. It was Goat Wilson, sheep herder,

looking preternaturally solemn. Spread out on his knees was a sample copy of the Heart and Hand, a matrimonial journal.

"Got her picked out yet?" asked Lame Mort jocularly.

Goat grinned feebly and shook his head.

Lame Mort drew nearer and looked over the other's shoulder, "Which one are you leanin' to so far?" he asked curiously.

Goat rested a large, blunt forefinger on No. 902, who described herself as "a sweet little blond with true blue eyes."

"Think she'd fill the bill?" he finally asked nervously.

"Fill the bill!" ejaculated Lame Mort heartlessly. "How'd you look anyway hooked up 'longside 'golden hair, pink and rosy complexion, age seventeen?' Got a lookin' glass up in your wagon, have you?"

Goat looked foolish. His finger reluctantly slipped from 902 to 922—"a handsome brunette with an abundance of dark hair and black, sparkling eyes."

"You bet her eyes would sparkle once they got set on your outfit," commented Lame Mort. "I'd pass the brunette up if I were you."

The baffled sheep herder turned to the front page reluctantly, remarking, with smoldering defiance, "I bet this one is good lookin', too, only she takes another way of sayin' so."

Lame Mort read, wondered, reread and finally stamped 801 with the seal of his approval despite the fact that the paragraph puzzled him:

"With a view to happiness, I want to hear from some man in good circumstances who would be very particular how his wife looks. I am twenty-nine, do not get mad and am a good worker. Let some one like the above write."

Eight hundred and one, who proved to be Miss Olga Heim of Clydes Forks, N. Y., carried the day, and preliminaries incident to her change of residence and name were conducted in Goat's name by Lame Mort through the Heart and Hand. It would take \$100 to convey the lady to Wyoming. The cash passed through the Chicago office, diminished by a little matter of commission, and the lady was scheduled to appear in Cody, June 5.

When this information arrived Goat

sat down on a cracker box with resounding force and ejaculated feebly: "The 5th! Gosh, that's Thursday!"

"Of course it is, man! Brace up here!" Lame Mort gave the groom elect a blow between the shoulders by way of congratulation, feeling not a little complacent at the outcome of his advice and correspondence. "I'll take the stage over Thursday and see you through with it," he continued cheerfully. "Of course you'll have to go on before and speak to the justice."

Therefore on Tuesday Goat, knock-kneed and faint-hearted, left a substitute with the sheep and journeyed Codyward, carrying with him an earnest exhortation from his adviser. "See here, Goat," the latter entreated, "when you strike town don't you forget that I made out to Miss Heim that you was a hull Sunday school and act accordin.' And if I was you I'd lay low about her and not have every numbskull in Cody on to the game."

This advice was most excellent, but Lame Mort was aware it had not been followed when he reached Cody Thursday evening.

The prospective bridegroom forgetting that he was a "hull Sunday-school," had for two days lived up to his light socially with the effect of adding to the weakness in his knees, but subtracting from the faintness of his heart, until all Cody knew of the prospective arrival of a Heart and Hand bride. Ideas as to her appearance, however, were confused owing to the bridegroom's lapse of memory. The first evening of his arrival he swung lightly around the circle of saloons just "lookin' up old friends." After he had looked up a goodly number his lips unsealed on the subject of Olga Heim, whom he described as a "sweet little blond with true blue eyes, ivory skin and pink cheeks."

By noon of the following day she was a "handsome brunette with sparkling black eyes." At 6 o'clock, when the stage arrived at the Irma, Goat was sitting on the bar flourishing an empty glass and assuring a delighted audience that the lady of his choice was "a rosy brunette with white cheeks, sparkling hair and a true blue nose."

At this juncture the recitation was brought to an abrupt end by the entrance of Lame Mort. "You're a pretty bridegroom, ain't you?" he stormed wrathfully. "And me writin' to 801 that you're a sober industrious citizen! Lord! You look it, don't you, and only two hours till train time!"

Whereupon, weighed down by a feeling of responsibility to the bride, Lame Mort took forcible possession of the erring groom, assuring the public that it would no more behold him until he was delivered safely—and as soberly as the limited time permitted—into the hands of Miss Heim. And the male public, except the justice, who reluctantly sat in his office awaiting his "job," were on the platform when the train came to see her arrive and incidentally to see how Goat would "brace up." Goat was there, standing near the platform's edge just ahead of Lame Mort—ahead of him because the latter discerned symptoms of flight since Goat had been brought to a realization of the nearness of his fate. Only a strong staying hand prevented a sudden development of the symptoms as the train slowed up and a woman was seen making her way down the aisle of the rear coach.

As she neared the door every man on the platform held his breath and craned his neck to secure as good a view as the one lantern swinging over the station door permitted. Lame Mort tightened his grip on Goat preparatory to making him a projectile headed toward the car steps the moment 801 appeared. But when she did appear he not only forgot his intentions, but the bridegroom as well, so transfixed was he by her appearance.

She swung down the car steps, a straight six feet of muscle surmounted by a man's hat of black felt with a broad, flapping brim drawn over her face. Hanging clear of a pair of heavy, thick-soled half calf was a scant black skirt which seemed to impede the free movements of her limbs.

Her shoulders were loosely incased in a man's black coat buttoned to the chin over a high chest, the tails of the coat reaching the hem of her skirt. On her head with one hand she balanced a large

bundle tied up in a red checkered tablecloth, the other hand bearing lightly a heavy, bulging telescope, strapped to which and extending far beyond were a hoe, a pitchfork and a shovel.

"Is there a Mr. Wilson here?" she asked in an uncertain voice, quite devoid of joyful anticipation.

The station agent, reduced to speechlessness, jerked his thumb over his shoulder at the platform, toward which Miss Heim courageously advanced. As she scanned the spectators they faded away in the darkness, and an instant later Lame Mort realized that Goat had also faded, and he stood alone before the deserted bride elect.

"Are you Mr. Wilson?" she asked in a distinctly forbidding tone, without looking up.

"No, ma'am," he faltered in confusion and alarm. "Goat—that is, Mr. Wilson was here a minute ago, but—but"—

"Run away, did he?" interrupted the girl hopefully. "That's exactly what I counted on his doin'."

Lame Mort was struck dumb by the unlooked for relief expressed in her words and in every line of her figure as she deposited her bundle on the edge of the platform, tossed her telescope after it with a vigorous swing, sat down on the latter amid a jingle of the farming implements attached thereto and, taking off her hat, ran her fingers through her short brown hair, glancing at her auditor for the first time.

"So this is the West," she remarked with sententious satisfaction, her lingering gaze swinging from the man to the limited space visible, but that the former object had aught to do with her satisfaction Lame Mort dared not conjecture.

Once, twice, he opened his mouth essaying apologies for Goat, but, finding none were expected, spat nervously instead, his eyes glued to Miss Heim's face.

It was a comely face, in which shone a curious mixture of the humorously shrewd and of a likable womanliness in surprising contrast to her manly garb. Her Scandinavian parentage was betrayed by a slight accent in her speech as well as by the color of her eyes, whose depths bore so pleasing and sly a twinkle that

Lame Mort forgot the recalcitrant bridegroom, also the male inhabitants of Cody listening unseen behind him.

"I can't remember when I didn't want to come West," she continued slowly. "I've always had to work the farm home," with a downward glance at her coat, "but back there land ain't worth nothin'. I've always hankered to see what I could do with a homestead claim. But with father dead and the debts I never expected to have enough to come on till I run acrost the Heart and Hand. Then I see my way clear."

"You see your way clear!" repeated Lame Mort stupidly. Then, "Je-ru-salem!" as her scheme began to dawn on him. But when it struck him in the sun-burst of its originality he beat his leg and roared speechlessly, while a series of equally delighted but subdued sounds behind him faintly stirred the night.

Miss Heim's eyes glimmered and danced as, with her elbows on her knees and her chin in her palms, she watched Lame Mort shrewdly. "Did you see what I put in that paper?" she asked.

He nodded. "Know it by heart."

"You see, I hadn't no intention of marryin' a man I'd never seen. Well, I've got other clothes in here"—she slapped the end of the telescope, and the hoe jingled against the rake—"but I always wear men's clothes doin' farm work, so I jist kept 'em on to come in, thinkin' that if Mr. Wilson was particular how his wife looked he'd run away. But when I see you," naively, "I wished I had the other duds on!"

Here she paused, and Lame Mort was aware of an unusual commotion in progress beneath his left ribs which interfered curiously with his breathing, blurring his vision and dulling his hearing.

"But he didn't wait to find out whether I intended to marry him or not," continued Miss Olga, the humor in her eyes overflowing and attacking the corners of her mouth. "So I look at it this way: I've done my part, and he hain't done his, so I don't owe him anything—do I?—my passage money, I mean."

Lame Mort scratched his head and chased after one of the ideas which a brilliant thought had but just dissipated.

The commotion in his left chest was growing apace and increasing that dullness of hearing which shut out the murmur of dissent floating out of the obscure background.

"No, no!" he finally burst out. "You don't owe Goat a da-darned cent on that hundred."

"Then you know all about it," interrupted Miss Heim in relief. "But I want to be fair, and here's this that's botherin' me." She locked her hands around her knees. "I saved fifty of that by comin' third class on an excursion. Now, does that belong to him or me? I wonder," she interrupted herself hopefully, "how far he's run."

A voice behind them detached itself from the general eager murmur and answered unexpectedly: "Fifty mile by this time, jedgin' from the way he hiked out. He won't never be back fer damages!"

This reply aroused Lame Mort to a realizing sense of the divers interested but shrouded ears, to escape the range of which he moved close to Miss Olga and sat down on a keg of mackerel. His late brilliant thought had taken complete possession of him.

"I can't see, Miss Heim," he began in so low a tone that a wave of indignation swept in on them from without the circle of light—"I can't see where anybody's bein' cheated in this exceptin'!"

"Who?" queried Miss Heim in alarm. "I didn't know there was any one else mixed up in it."

"It's the justice of the peace," solemnly. "He's waitin' to marry you to some one, and it ain't right to disappoint him." Lame Mort hesitated, choked, swallowed his heart, fished his voice up from a resounding vacuum, observed Miss Heim's reddening cheek and finished so boldly that his words penetrated the outer darkness. "And it don't make a bit of difference to him whether it's Goat or me."

"It makes a lot of difference to me," returned Miss Heim mildly, but promptly. "Where does the justice live?"

She rose and reached for her bundle, but Lame Mort gallantly stayed her hand, and a moment later the gloomy background was resonant with a stamper of



departing footsteps. The male population of Cody were speeding away to prepare the justice for the change of program.

### The Rejected Dream Man

BY AMELIA TRUESDALE

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Roy Adams, paddling about among the water lilies with Ruby Lane, had just come near proposing to her and she to refusing him, this being their customary daily diversion. Now he was watching her lazily. That was what irritated her so—his inordinate laziness. He was large and blond, with placid blue eyes like a sleepy baby's. She was little and trim as waxwork, and her gray eyes were clear and keen.

"I don't know what kind of a fellow you want," he grumbled amiably, with an indolent movement of one oar.

"He's brisk," Ruby replied, "and energetic."

"Think I've got him in my mind's eye." Roy gave the other oar an easy touch. "Small and bustling and chippery, like the little cock sparrow that sat on a tree."

"He isn't like that in the least." Ruby sat up prim and stiff and rosy with indignation.

"Oh, isn't he? Beg his pardon. Where is he now?"

"At work," Ruby replied promptly, her tone implying a comparison between a man thus profitably employed and one who idled his time away at a summer hotel.

"Perhaps he has an object in view," Roy insinuated.

"Perhaps," Ruby admitted demurely.

"And—um—is the object to be attained soon?"

Ruby let her eyes drop toward the top ruffle of her blue organdie.

"I—don't know exactly; not before next spring." She was dabbling her hand in the lake, her eyelashes still slanting downward.

"Ah! Congratulate him and everything. Shall we row over to that bunch of willows or down to the little cove?"

For an instant Ruby wished she might tip the boat over, just to see if his exas-

perating equanimity would be disturbed by such an emergency.

I don't believe it would, she decided in disgust. He'd get us out if he could conveniently, and if he couldn't he'd drown with the contented smile on his face as serenely as if he were a wooden Shem out of a toy Noah's ark.

Mrs. Albert Lloyd was peacefully crocheting when her sister Ruby whirled in upon her, cast herself into a rocking chair and rocked tempestuously for three minutes. Mrs. Albert viewed her quietly, suspending her crochet hook for a moment.

"Been fencing with Mr. Adams again?" she queried mildly.

"Yes," Ruby answered, "but I hardly think he'll care about fencing any more."

"No? Why not?"

"I practically told him I was—engaged."

"Dear me! And to whom?"

"A person I invented."

"You unprincipled wretch! What did you do it for?"

"Just to see what effect it would have."

"And what effect did it have?"

"None at all. You couldn't stir him up to move an eyelash whatever you did. He's too sublimely lazy even to lose his temper."

Mrs. Albert shook her head gently.

"You're off the track," she commented, unwinding more scarlet wool. "He may perhaps be guilty of laziness keeping his temper, and, let me tell you, a married woman would consider that a very good failing, but as for being lazy—Albert's friends say that, although he has that lazy way and looks as if he were letting things go to smash if they want to, he has his eye on everything and every move he makes counts. I shouldn't wonder if you've put your silly foot in it for once with your invented man."

Mrs. Lloyd ceased her lecture as she found herself talking to a dissolving view of blue organdie ruffles and a couple of whisking sash ends and returned to her crocheting.

Roy appeared before Ruby early the next day in his usual calm frame of mind and his boating rig.

"Think he'll object to your going out on the lake with me just once more?" he asked. "I'm going away early tomorrow morning."

"What for?" she asked.

"Have to," he responded. "Vacation comes to an end tonight. Can you go?"

She reflected dismally that she must either confess her little romance of yesterday to be an unfounded one or bid goodbye forever to this exasperating man, and she knew now that the latter was something she could not do and retain any shred of happiness. She waited, however, until they were out on the blue, soothing bosom of the lake. Then she rushed into it.

"He couldn't object, you know," she said, reverting to his remark of some time before, "because he's only a fiction."

"A dream man?" he asked.

She nodded, blushing uncomfortably.

He hummed a bar of "When a Dream Came True" and settled back easily. Ruby looked down in silence. She was waiting for him to say something else, and he was carelessly moving an oar now and then and apparently thinking of nothing at all. She noticed for the first time how strong his brown hands looked. They were not the hands of a lazy man.

They drifted along aimlessly.

"It was a silly story to tell," Ruby said at last.

"Oh, I don't know," he answered indulgently. "I rather thought you were fabricating. But you might realize him yet, you know."

"I don't want to." Her voice was a little uneven.

"Poor dream man! I sympathize with him, I'm sure. Like to have that pond lily?"

"Thank you. I don't care for it. Let's go back."

He agreed amiably. "I ought to get back early," he said. "I promised Kingsland to go over and fish with him this afternoon, so we may not see each other again. Caesar, isn't this a day for fishing, though?"

Ruby's cheeks tingled as she walked silently beside him through the light, dry grass on the way to the hotel, while he stalked cheerfully along, making irrita-

tingly pleasant remarks about the scenery.

They came to a standstill at the summer house on the lawn. It was empty, and Ruby did not want to walk into the crowd of people on the hotel porch.

"I'm tired," she said. "I'll rest awhile, and we can say goodbye here."

He held out his sunburned hand and clasped hers closely for a minute. "Goodby," he said, "if you should come to terms with the dream man don't forget to let me know."

She watched him going across an adjoining field as she fell into the big willow chair and began to rock. Then she looked off dismally toward the misty hills. They were dimmer than the light summer haze warranted.

"Only a summer flirtation—only a summer flirtation," creaked the chair madly and dimly.

She turned her eyes to the field again. She could still see the tall form loitering along. When it should disappear the end of things would have come. He stooped, seemed to pick up something; then he turned slowly and began his easy stride back toward the summer house. It seemed ages before he reached the door and looked in, holding toward her a flower on a long stalk, just a fringe of pale lilac petals uncurling from a tawny golden center.

"See, I found the first aster and came back to bring it to you," he said.

She accepted it silently. He looked curiously at her eyes. The rims were decidedly pink. He folded his arms and leaned against the door casing.

"Sure you aren't going to marry the dream man?" he asked after a casual survey of the landscape.

"Didn't I tell you there wasn't any?"

"I thought you might be fibbing again. If there really isn't"—

"Well?"

"Couldn't you reconsider things and take me after all?"

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### Tit for Tat

BY CLARA H. HOLMES

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The train from the West pulled into the station, puffing breathlessly from its

long race, and Ben Hildreth dropped off the rear car and looked about expectantly.

"Hilda!" he ejaculated joyfully, stooping to kiss the slender young lady who approached him with extended hand.

Her haughty withdrawal and very indignant look surprised him, and her critical glance made him painfully aware of his 43 years and his dusty and very ordinary dress.

Her glance said plainly, "Mercy, how old he is, and look at his clothes!"

After five years' betrothal their cherished love dream became at once intangible by reason of a misfit coat and a plainly shown girlish contempt for an accumulation of years.

But when Ben clasped hands with Hilda's mother he forgot the bitter tang of disappointment. She was unchanged. Her face wore the same contented look, and the welcome he received might have been a leaf torn from the book of past happenings.

Even the hot biscuit at supper time had the well remembered relish of former days. And the thoughtful manner of saying, "Now go and take your smoke, Ben; I know you are wanting it badly," seemed like the picking up of the raveled threads from the tangled skein of time.

Somewhat of Hilda's aloofness wore off after the first few days—whenever she could forget the humiliation of being kissed in public.

"The very idea! Anyone would know he was from the West!" she concluded wrathfully when telling it to her mother.

Mrs. Stevens laughed heartily. "Are people so different in the West? I had supposed that they were merely energetic persons who needed elbow room."

"Oh, you can laugh, but just look at his clothes!"

"Yes, clothing does make a difference in the flavor of a kiss."

"Whether it does or not, I am not going out there to live with a man old enough to be my father," was the angry reply.

"Tell him so, not me. You knew where he lived and his age, didn't you, when you gave him your promise?"

"I suppose so, but I didn't have sense enough to know what it meant," she

grumbled, "and besides, he's so much older than he was then. Why, it's five years!"

"Yes, he's five years older, and so are you. Excuses are so easy to find if we seek them."

"I don't care; he isn't one bit as he used to be!"

"When people say they don't care they acknowledge that they are in fault and know it. I think that the change is in you, Hilda."

As the days went by Hilda's dislike seemed to increase. She would frequently go out and let her mother entertain Ben for a whole afternoon without the courtesy of an apology.

Ben did not appear to be annoyed in the least. Instead he chatted merrily with Mrs. Stevens and easily fell into the old time habit of calling her Lottie. Occasionally he would regard Hilda so teasingly that she would grow restive under his gaze and fly out of the room, storming to her mother: "I hate him! I hate him!"

"Well, why not tell him so and end the engagement? You are in a happy frame of mind for a prospective bride."

To this Hilda made no reply.

The wedding day drew near. Ben had been out of town one afternoon, and, being delayed by business, it was late when he returned.

"Do you know where Hilda is?" he questioned of her mother.

"Why, yes," she replied. "She said that she was going over to her cousin Nettie's."

"Oh, she did, did she?" answered Ben so quizzically that Mrs. Stevens said nervously, "What is wrong?"

"There's nothing wrong," he replied with a light laugh and settled himself for a smoke. His laugh was too light to be reassuring. Mrs. Stevens drummed on the table restlessly.

"It's all right, Lottie," he assured her, laying his hand over her fingers to still their restless movement. After a moment he remarked, "How homelike you make every place, Lottie! I have been thinking of the hills all day, and—it makes me homesick. I wish you and I were there," he finished wistfully.

"It would be nice. I'd like to see the mountains. When you and Hilda have been married a year or so, I'll visit you, perhaps," a doubting hesitation in her tone.

He regarded her with wrinkled eyes for a minute. Then he asked with seeming irrelevance, "Do you know Charlie Dupont?"

"Why, yes. Why do you ask that?"

"Just curiosity, I suppose," with another laugh.

"Ben, what is the trouble between you and Hilda?" in a tone of exasperation. "She isn't happy, and you are tormenting. I do not believe she will be at all happy out there. She hates the West," Mrs. Stevens remonstrated rather incoherently.

"She'd hate any place with me. I'm the difficult problem, Lottie," replied Ben calmly.

"You two are laying up an abundance of unhappiness for yourselves," was the grave reply.

"Don't you fret over us little children, Lottie," said he, rubbing his hand significantly over the very apparent bald spot on the top of his head. "Sit down here and let me talk to you," he said, pointing to a chair beside his own.

For fully an hour they conversed in low tones, he persuading, she half remonstrating, occasionally both laughing until at last she said in a tone of yielding, "I suppose it is all right, but it does look ridiculous for"—

"Sh-sh! Here comes Hilda," cautioned he.

Her mother was sewing busily and Ben was smoking very contentedly when she entered. As neither made a remark of any kind, she seemed to feel the urgent need of an explanation of something within her own mind and commenced in the most voluble manner: "Did you think I was going to stay all night, mother? We had such a lot of things to talk about, Nettie and I"—

"Who?" interrupted Ben. The tone was so derisive that Hilda cried out angrily:

"Perhaps you do not believe me! You are always laughing at me, and I think it's awful mean of you."

Ben smoked placidly and made no reply,

which angered Hilda all the more. She looked toward her mother as if craving support, but as she appeared absorbed in her occupation the enraged girl flounced out of the room, slamming the door vigorously.

It lacked only a week to the date set for the wedding. The evening was coldly clear, but gusty, and the few remaining leaves were blown from the bushes and scurried down the street like droves of frightened fairies. Hilda stood in the embrasure of the window drumming restlessly on the window pane.

An automobile halted by the curb, but well in the shadow of the trees. She turned, as if tired of her amusement, and sauntered up to her room. It was but a very few minutes until a soft frou-frou through the hall and the cautious opening and closing of the front door betrayed her departure.

Ben came from an adjoining room laughing gleefully. "Hurry up, Lottie! If they get there before us it will spoil all the fun."

"You are sure that it is an elopement, Ben?"

"Certainly. I heard them planning it. Come on, come on," he urged, taking her by the arm. They hurried out by the rear entrance, and before the others were under way they were flying down a side street to the parsonage.

When the elopers arrived they were conducted at once to the study by the parson himself. As they placed themselves in readiness for the marriage ceremony the parson remarked: "You must excuse me, but the law requires two witnesses. I suppose you do not object." And without waiting for a reply he opened a side door and admitted Hilda's mother and Ben.

"Oh!" breathed Hilda, frightened. But Ben said nothing. The minister went on with the ceremony, and Hilda, having caught sight of Ben's derisive smile, did not lift her eyes again till the final words were spoken.

The ceremony concluded, her mother congratulated her calmly. Ben's eyes twinkled mockingly as he held out his hand to Hilda.

"Receive my hearty congratulations,

Mrs. Dupont. You rushed things a bit, and yet we were ahead of you. I came here to marry. I thought you were to be my bride, but you were a little cheat. I overheard you planning with the man who wore a better coat than I, and, listening to your very amusing comments on my personal peculiarities, I acknowledged to myself that the union would not be very satisfactory on either side. But the situation was not as unpleasant as it might have been. I had been mistaken as well as you, and the more I saw of your mother the better satisfied I was with the way things were coming. I really wanted you to be honest enough to speak out, but when you wouldn't, why, we made first inning and were married less than five minutes before your arrival here."

Hilda's look of astonishment changed to one of demure mockery. "I trust, papa, dear, that you enjoyed my summary of your very mature charms," she said.

"It didn't hurt my feelings a little bit, daughter. I knew my age to a day and all about the 'skating rink,' and as to my coat, if Mr. Charlie had worn it you wouldn't have known it from broadcloth."

Hilda laughed saucily and gave her newly made husband an adoring look.

"So, you see, it wasn't the coat; 'twas the man in the coat," philosophized Ben.

"It was just a little game of tit for tat, in which we are all winners," remarked Mrs. Hildreth happily.

### Love and the Pay Patient

BY L. E. EBERLE

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He signed his name Robert W. Edwards, M. D., and had paid several greatly valued dollars to have it put on a neat brass plate. But really he was Dr. Bob, though he never heard himself called thus till after the very end of the story.

It was Miss Eleanor Blake who called him Dr. Bob. She was careful to let none but her own ears hear the words. When she spoke to him or of him she was most punctilious and respectful.

Miss Eleanor Blake was Dr. Bob's office nurse. Their attitudes toward one another were impeccably professional, but by a strange coincidence Dr. Bob also

dropped the formal "Miss Blake" when conversing to his own inner consciousness concerning her. She became "Nellie" on these occasions, which were numerous.

Miss Nurse Blake was well born. She had perceptions. It went to her wholesome heart to see with what smiling poise Dr. Bob waited—and waited. He did not adopt bravado. He never grew embarrassed or apologetic, nor did he flinch in meeting her eyes day after day in the empty rooms.

So she loved him, quite hopelessly, she assured herself, for his quiet, professional manner never broke through once.

Then came the first call! Eleanor answered the telephone and kept all the elation that was bumping up and down in her heart out of her quiet, businesslike voice as she reported to Dr. Bob. She was only sorry that the patient had not come to the office so that she might have the glory of ushering him in.

Dr. Edwards hurried to the address she gave him. He said, "I don't think I shall be long, Miss Blake," and she said, "Very well, Dr. Edwards."

The address did not indicate a very good part of the city. He could not expect a rich call from that quarter. But it was a beginning—a beginning.

It took Dr. Bob some time to reach the address given him, for it led him by devious ways to an old office building, up many flights of rickety stairs and to a dark room at the end of a hall. There was no response when he knocked, but a frowny boy from the next office appeared.

"You Doct' Edwards?" he asked. Dr. Bob admitted that he was.

"He told me t' give you this here," said the boy and handed him a folded paper, then disappeared. Dr. Edwards opened the paper. The words "Fooled again" and a slangy sentence or two greeted his eyes. He went downstairs, wondering which of the fellows at the clinic had devised the subtle joke.

Dr. Bob returned quietly to his office. Eleanor as she saw him return so soon, with his face more quietly composed than ever, conjectured that he had found his patient beyond human help. She was sorry on his account.

She tried to work off her vague feeling

of sympathy, for she did not know what, by going into the operating room and cleaning again the often cleaned but never used instruments. She stayed at her work till after hours, till suddenly the consciousness that she was alone and lonely came over her.

She finished her task quickly, then quietly opened the door into Dr. Bob's office.

Dr. Bob was sitting at his desk, his arms across it and his head on his arms. There was a stillness about him, a look of having been motionless forever, that brought Eleanor to his side with one terrified dart. She seized his hands, and he looked up at her. His stillness was pain, not—what she had feared.

That foolish joke had brought down crushingly on his head all the burden of all that waiting and hoping, and the sight of it took away every conscious thought in Eleanor save that the man she loved was suffering.

She took his hands in hers, whispering in a mechanical way: "Let me help. Let me help. Let me help." But she was scarcely aware of it.

Dr. Bob looked at her with light in his eyes. He laid his hands on her shoulders and gazed down at her with a face wise and loving.

"When the first patient comes," he said.

Eleanor decided against the new summer suit. She was saving very strenuously, for she had a purpose in view.

One day she counted her money. Then she put on her hat and went to call on a cousin. The cousin had married poor, had a swarm of children and was chronically ill. When Eleanor came away the cousin said she'd go to the doctor tomorrow and swore between kisses, hugs and tearful maunderings that she would never, never tell who had sent her.

The patient—the first patient—was to arrive the next day! The weather was the hot, soggy kind that enervates a spring feverish world in May. The saving that Eleanor had done had meant much overwork and late hours. She was physically at her limpest and nervously at her most uneven. She was haggard with anxiety and was made a coward by

each footstep sounding near the door.

The hour came for Rhoda—but no Rhoda came with the hour. Eleanor watched eagerly from the window. And then she saw Rhoda at last.

Rhoda was stealing swiftly along the opposite side of the street, in her hand a box containing the chiefest treasure from the window of a big milliner's store, the purse that had contained Eleanor's savings clutched as tightly in her hand as if it still had in it the money that had been tempted from her.

Eleanor obeyed a blind impulse. With one reckless rush she left the office door and plunged into the stream of passing vehicles and across the street.

A moment later she was lying white on the pavement, blood trickling from her shoulder, and a crowd gathering about her and the panic-stricken chauffeur whose machine had run her down. Then Dr. Bob was bending over her and raising her tenderly, lovingly, in loving, strong arms.

When she came to again she was lying on a couch in an operating room that was very familiar to her, with implements about her that she had cleaned herself day after day for the patients that never came.

She lay still and white till Dr. Edwards began to wonder at her slow recovery. He did not know what wondrous dreams had suddenly turned to ice that weighted and froze and broke her. But he did know that the pulse was gaining no strength, the cheeks were bloodless and the eyes listless and dull, and he did know that he would like to fling aside his remedies and try how kisses would redden the pale lips.

Then miraculously there was a wave of crimson over her face, her lips parted with the very breath of inspiration, her eyes burned victoriously, and Eleanor turned to him. She stretched up her arms to him irresistibly.

"Your first patient! Your first patient! You have one now! Your promise, your promise!"

"But," said Dr. Bob when he was capable of recollecting anything, "it was to be my first pay patient."

Before he could prevent, Eleanor lifted

herself, bandaged shoulder and all, from the operating couch and stood before him more like Diana triumphant than the pale creature who had lain there. She was counting the money in the purse at her girdle, but as she counted her face fell and despair again overcame her. Then—inspiration.

"With my professional percentage deducted!" she exclaimed and fell to counting again. But even now—must she lose? Then—inspiration again! "Will you take stamps?" she asked, laughing, embarrassed, holding out in a wondrously mixed handful the amount of the fee to Dr. Bob, helpless between love and laughter.

"Nellie, Nellie!" said Dr. Bob.

Maggie in her excitement popped her head in without knocking.

"It's from Mrs. Martin's—the rich Mrs. Martin's," she said breathlessly, "and she wants you immediate, sir."

### When Dick Came Home

BY CLARISSA MACKIE

Dr. Mansfield stood in the doorway and beamed kindly upon the merry dancers who were tripping over the polished floor. It was Ella's birthday, and this dance given by the doctor for his adopted daughter had been talked about in Shrop-ton for many weeks beforehand. Ella herself, tall and fair, with restless blue eyes, that seemed always seeking Dick Allen when he was not beside her, was dancing with Frank Miller. Frank would gladly have married the doctor's pretty daughter, but everyone knew that she was only waiting for Dick Allen to make up his mind.

Her roving eyes saw Beth Page smiling up at Dick's downbent face. The two were standing together—Dick so tall and Beth so tiny and so very charming in spite of her cheap, home-made dancing frock, which had cost twenty times less than Ella's rose pink crape.

Beth was saying something now in her frank, open manner, "You haven't danced once with Ella, and it's her party, Dick."

"I'm going now," he said guiltily. "Save another one for me, Beth."

"You've had your share," she retorted as he moved away.

Ella greeted him with a haughty tilt of her chin, and when he asked her to dance she shook her head. "You are too late, Dick," she said coldly, although her voice was very near to tears.

"Then you will talk with me until some one comes and takes you away?" he urged, for now he was under the magic sway of her beauty.

"I cannot, but I have the supper dance. I saved it for you, Dick," she cried hastily.

"For me? Oh, you have honored me!" he cried contritely. And he was so remorseful that he would not go near Beth until after supper.

Dr. Mansfield, watching his young people, saw Ella's unhappy face and wished in his blundering way that he could help matters along. He liked Dick and would gladly have welcomed him into the family. He wondered why Dick was holding back the important question.

Dick himself was wondering that while he danced the supper dance with Ella and afterwards led her into the dining-room, where supper was spread at a great round table with many little flanking tables.

The birthday cake was placed before Ella, and when the time came she was to cut it.

"There is a ring in it and a thimble and a coin," she told Dick.

"A ring? What does that signify?" he asked carelessly.

"Oh, a wedding for the lucky finder."

"And the coin?"

"Riches."

"And the thimble?"

"Spinsterhood—alas!" she sighed.

Now Ella was cutting the cake. There was much laughter and gay chatter. Dick noticed that she watched the slices closely as they fell beneath the silver knife.

He saw the ring in its twisted waxed paper plainly imbedded in the cake. Ella saw it too. The silver knife poised, trembled and then went swiftly over to the other side of the loaf and began to cut.

Dick felt dizzy for a moment, and then he was glad that he had seen it in time.

Ella had cheated. She had seen the

ring and was saving it for herself. All the while Dick was shocked he was thinking that Beth Page never would have done such a thing. Beth would have taken whatever luck came along and gone blithely on her way.

"What is the matter?" Ella's voice broke through the gale of merriment about him.

"Why—why—nothing," he stammered.

"Why don't you look happy?" asked Ella. "Don't you see what has happened?"

Dick looked at the bit of waxed paper in one of her hands and the sparkling sapphire ring on her right hand.

"I drew the ring!" she exclaimed.

"You drew the ring," he repeated stupidly.

"And Frank Miller drew the coin. Frank will be rich."

"And the thimble?" he asked, not because he cared, but because he was trying to readjust his thoughts. Ella had cheated, and he had thought he loved her.

Now he felt only contempt for her and pity.

"The thimble," she was saying carelessly. "Oh, Beth Page drew the thimble! Isn't it odd that she should draw the symbol of spinsterhood just when she is going to marry Frank Miller? At least that is what everyone says."

The next day Dick went away. A good opening had been waiting for him in a nearby city, and he had delayed accepting it because he had been playing with Love. And now that Love had flouted him he was going away where amid new scenes he might forget. Ella had proved herself a cheat, and Beth was going to marry another man.

When Dick went away from Shropton he did not know that ten years would elapse before he again set eyes on its green loveliness, with the river winding like a silver ribbon through the daisied meadows.

It was summer time when Dick came back to occupy the big house that his Uncle Jeffrey had left to him with a great deal of money. Dick had been very successful and had made much money for himself as well, so he planned many changes in the fine old mansion which

during Uncle Jeffrey's hermit-like existence had been greatly neglected. Mrs. Phipps, the housekeeper he had brought from town with him, was having all the carpets and rugs renovated and the lace curtains, which had been laid away in cedar chests and closets, aired and mended.

Once he came upon a group of children playing in his orchard. They scattered at sight of him, and he was sorry, for Dick was fond of children. The littlest one of all, a fair haired laddie of four, he caught and swung high in the air.

"What is your name, young man?" he asked.

"Frankie Miller," lisped the child.

"And my name's Beth Miller," put in a fat little girl.

Dick gave them some money and watched them scamper away through the hedge.

So these were Beth's children! He guessed that from their names, although the name of Miller was common enough in Shropton.

At dinner that night Mrs. Phipps told him that the housecleaning would soon be completed and the entire house ready for occupancy.

"All but the lace curtains, Mr. Allen. Some of them need mending, and I have had a great deal of trouble in finding some one who can do the work properly. But there is a young woman coming tomorrow to help me. She does very fine sewing for the ladies of the village."

"Very well," said Dick, "and when everything is ready, Mrs. Phipps, you should take a few days off to visit your sister. You have been working very hard."

"Thank you, Mr. Allen," said the housekeeper as she withdrew. "You are always so thoughtful and kind."

"I wish I had more people to be kind to," smiled Dick wryly as he finished his dinner. "I'm a lonesome beggar, and no mistake."

The next day he drove his little runabout over to the next town to attend to some business matters, and it was late afternoon when he returned home.

The house was very still when he entered it. He decided that Mrs. Phipps



was taking her daily nap, and he had forgotten all about the sewing woman who was to come until he entered the big blue room and saw her sitting there in the sunshine surrounded by billows of filmy laces, while Mrs. Phipps sewed in another window.

"Oh, Mr. Allen!" Mrs. Phipps bustled forward. "Were you looking for me?"

"No. I came in to get some matches," he confessed. "You are getting along famously, I see." He wished that ruddy brown head would turn toward him. He wondered what the face beneath it could be like.

"This is Miss Page, the young lady who is mending the curtains," fluttered Mrs. Phipps at last when she found that Dick would not go.

Now the girl turned and looked up at him with Beth Page's warm, brown eyes and her frank smile.

"I was wondering if it was the Mr. Allen I used to know," she said demurely.

Dick was wringing her little hand in his with unconscious energy.

"Miss Page?" he repeated amazingly.

"Why, yes," she replied, blushing.

"You'll think me rude, but I thought you married Frank Miller," he said bluntly.

"Impossible. He married Ella Mansfield."

Dick checked a sharp exclamation and, turning on his heel, left the room and went into the garden.

His mind was in chaos.

All the beliefs he had harbored for years had proved to be false. But he could trace the falseness back to Ella Mansfield, who on her birthday night had shown herself to be a cheat. Ella had told him that Frank and Beth were engaged, and he had gone away and had not troubled to come back except for brief visits to Uncle Jeffrey, who never knew any of the village gossip. And the children who had played in his orchard were Ella's children and not Beth's. Beth was still unmarried and sewing for a living. She had been in his house mending his curtains—in the house where she should reign as mistress.

Suddenly his pulses leaped. Why not now? It was not too late. It is never

too late when the girl one loves is unmarried. He couldn't ask her here in his own house. He must go to her home.

So he went away to the city for a week just because it was tantalizing with Beth so near him, and he bought a wonderful diamond ring.

When he came home again the curtains were all hanging at the windows, and the house looked like home. So he astonished Mrs. Phipps by kissing her atop her gray head and got into his little motorcar and sped away toward Honeysuckle road, where Beth lived with her uncle and aunt.

"Beth, the moon is shining over the river and the whippoorwills are singing. Will you come with me?" was what he said when he met her at the door.

"Dear me, how abrupt you are, sir!" she laughed. "Yes if you please, kind sir," she added.

And she said exactly the same words when an hour later he asked her a certain question and slipped the ring on her slim third finger.

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### A Royal Gem

BY F. A. MITCHEL

One morning I was aroused by telephone from my bed by my chief and directed to go to the house of a Mr. Ackley. I was to apply at the basement door, where I would be admitted by the gentleman himself.

I found a residence that indicated its occupant was wealthy. Mr. Ackley was waiting for me at the basement door. He gave me the points in the case.

Not long before, while traveling abroad, he had purchased a sapphire which had originally been in the crown of a Balkan sovereign. Whether it had been stolen or purchased by the person who sold it to Mr. Ackley he did not himself know. He was told, however, that his majesty was in financial straits and had parted with it for ready money. At any rate, the king now desired to regain it. He had sent an agent who had bargained for it, offering a very low price for it, basing his offer on the theory that it was stolen property. Ackley preferred not to sell it at any price, but, not being willing to keep it from its original owner, offered

to exchange it for a price equal to what he had paid for it, which, though less than its value, was considerable. This offer was declined, and the agent withdrew from further negotiations.

Not long after his withdrawal a Frenchman named Du Pierris brought a letter of introduction to Ackley from a gentleman the latter had met in Rome, a member of the court of Victor Emmanuel. Du Pierris proved so attractive to Ackley that he had invited the Frenchman to visit him in his own house. Du Pierris had become Ackley's guest, and Ackley had introduced him to society.

The Balkan sapphire Ackley kept in his own house in a safe where many of his valuables were deposited. One night while lying awake he decided to go downstairs for a bite and a glass of wine, as he often did when wakeful, hoping that he might thus regain slumber. On such visits to the larder he usually turned on the electric light in the hall after leaving his room, but on this occasion he saw a man's silhouette against the window at the other end of the hall. The safe was located midway between Ackley and this window. He paused and waited and watched. But he dared not turn on a light for fear of scaring the person away and could see nothing more of the figure. Presently he heard faintly a sound that resembled the closing of a safe door, then saw the silhouette between him and the window. The silhouette vanished, probably entering one of the rooms on the hall.

Ackley went back to his room and, after waiting awhile, stole down into the hall with an electric lamp, flashed it against the safe lock, opened the door and looked about for his valuables. The sapphire was gone.

Closing the safe as gently as possible, he returned to his room.

Only members of the family and guests slept on the floor in question. None of the family would steal anything, and the guests, excepting Du Pierris, were old and long tried friends. It suddenly flashed upon the host that the Frenchman was an agent of the former royal owner of the sapphire and that he had imposed upon Ackley's Roman friend and secured the letter of introduction in order that he

might become intimate with him and steal the gem.

If this theory were correct the next move on the part of Du Pierris would be to get away with the gem, and he would not likely allow much time to elapse before doing so. Ackley decided to forestall him, so, putting on a gown and slippers, went downstairs to the telephone booth and called up our office, where he had before applied for detective service.

Such were the facts given me by Mr. Ackley, who added that so far as fixing the theft on Du Pierris was concerned that was very simple. If he were the thief he would either disappear without bidding his host goodby or he would offer an excuse for departing immediately. To this I assented. I asked Mr. Ackley for a description of the stone, for I might have to leave him at any moment to follow Du Pierris. It was of that variety of sapphire called *asteria*, or star stone, the color being a reddish violet, with an opalescent luster. Mr. Ackley had scarcely given me this when we heard a step descending the grand staircase as of some one treading softly. The steps were of wood and uncarpeted or we would not have heard it. Ackley put his finger to his lips and, moving noiselessly to the door of the room, peeped. Then he turned and by a meaning look assured me that it was our quarry. But before any action could be taken Du Pierris had opened the front door and passed out. Ackley hurried me to a window, and I saw a man with a pointed beard and waxed mustache hurrying away, carrying a suitcase.

There was no time for another word between us. I hurried to the front door and when I saw the Frenchman turn a corner ran after him. I kept him in sight till he entered an unpretentious hotel. Not daring to follow him in at once, I waited about the entrance, saw him write a name on the register, take a key and start to go upstairs. A bellboy offered to carry his suitcase, but the owner kept it in his possession. I then went in and on the register saw the name, Francois Tribadeaux, South Carolina.

The problem before me now was duplex. I must procure funds with which to follow the man—perhaps to Europe—and I

must prevent the possibility of his transferring the sapphire to a confederate. The former of these two matters must be attended to at once. I shut myself in a telephone booth, called up Mr. Ackley and informed him of what had occurred. He at once sent me by messenger an envelope containing ample funds for immediate use and a letter authorizing me to draw on him for further necessities.

The Frenchman remained in his room till 8 o'clock, then came downstairs, walked with deliberation to a newsstand, bought a morning journal and went into the breakfast room. A number of persons were now about, and I did not fear being spotted as a shadower. I followed my man into the breakfast room and ordered a meal for myself. I finished before he did and waited for him outside. He went to the rack containing time-tables and selected one of the Pennsylvania railroad.

I could have called for assistance to arrest him, but feared that I might not find the gem on him. I preferred to wait till I could get him where he could not pass it to some one else or hide it. If he took a train, this would indicate that he had it with him. I felt confident that he would take a train on the Pennsylvania road, and when he left the hotel soon after breakfast he went out, called a taxicab, and I in another followed him to the station of that road. He bought a ticket to Philadelphia and I being at the window at the same time bought one for the same city.

The train was not an express, but I felt confident that my quarry was going to Philadelphia to sail for Europe. I determined to prevent his leaving the country if possible, but I wished to settle the matter between us without the interference of any one else. How could I do this?

I determined to give him a clew to the fact that I was on his trail, hoping that to elude me he would leave the train. Taking a seat near him I began to ogle him suspiciously, and I saw at once by his expression that he had taken alarm. When convinced of this fact, I took a cigar out of my pocket and put it in my mouth and by my expression indicated

that I was eager for a smoke. Then shortly before the train was to stop at a way station I feigned to be so anxious to light my cigar that I could no longer resist and went into the next car ahead, which was a smoker.

But I was on the lookout for my man. The train had already started on from the station at which it had stopped when I saw my man walking away from the track. He had let himself down from the rear end of the car. The train was going at a good speed, but I jumped off and hurried after him, heading him off from the houses about the station. Seeing me, he made in the other direction. Aiming to cross his track I drove him into the open.

He had made a mistake in leaving the train at a very small town. I had secured a condition that I had earnestly wished for. He undoubtedly had the gem with him, and no possible opportunity to pass it to any one else or to hide it. But the French are ingenious people, and he had perhaps a method of outwitting me that I had not counted on.

There could not have been any doubt by that time that I was a detective seeking the sapphire in his possession. As it turned out he was figuring to get me where he wanted me, just as I was figuring to get him where I wanted him. He led me along the railway track till he reached a cut and a turn in the road at the same time. Then he turned and, drawing a pistol, said to me in broken English:

"Stop where you are or I will kill you."

I had been routed out of bed early in the morning and had started off in such a hurry that I had not provided myself with my revolver. Somehow I did not believe the man would carry out his threat, and I kept on toward him. But he fired at me. Then, to my surprise, he threw down his pistol and said:

"Monsieur, I do not know what you want of me. At any rate I am ready to convince you that I am a citizen of France traveling in America and that you cannot have any real interest in me."

I was now convinced that he had got rid of the sapphire and was very much taken aback as to how he had done it.

I did not propose to leave his pistol behind and picked it up. It was an old fashioned weapon with a single barrel large enough to contain a large sized hickory nut.

It flashed upon me that the gem had been fired out of the pistol. My man remained in the position from which he had fired at me and, turning and looking in the direction he had fired, I saw a little ridge of clay made by the cut. Going to it, I soon found a hole and, probing with my knife, took out the sapphire. Rubbing off the dirt, I saw the most beautiful stone I ever beheld of the reddish violet color with an opalescent luster as described to me by Mr. Ackley. My man jumped for me to snatch it away from me, but I stepped aside, and he missed me. He came for me again, and I knocked him senseless. When he came to himself again he was too badly shaken up to resist me, and I took him to the station.

I telegraphed Mr. Ackley reporting the result of my labors, and he replied, "Let him go." I did so and the same evening restored the gem to its owner.

### The Devil's Climb

BY MILLARD MALTBE

There was or appeared to be every reason why Amos Steele should marry Eva Cowles. Neither had a large fortune, but each had a small one, and the two together would produce an income sufficient to enable them to maintain the social position to which they had been accustomed. Their fathers had been partners in business and on this account some of their investments were on joint account and needed to remain so in order to be made profitable.

There was but one thing to keep them apart. While Amos Steele was endowed with a lot of practical common sense, Eva Cowles was intensely romantic. There was in her a good deal of that German element which loves tales of valiant knights who fight for fair women. She doted on mystery, on sentiment. She delighted in the operas of Richard Wagner, not because she loved the music, for it did not appeal to her, but because the themes are based on some fantastic tale

about a Lohengrin or a Flying Dutchman.

Steele was anxious for the match, not only because it would be advantageous to both, but because Eva was a charming girl, and he wanted her for a wife. After the usual gifts of such trumpery as a woman may accept from a man—probably because it may be swept out within a few days after its reception without material loss—he proposed. He looked upon nothing with rainbow eyes and doubtless his declaration was matter of fact. He could not be anything else.

Eva admired her suitor for his real worth, but a proposition which dwelt mainly on the advantages to be gained by both parties was repulsive to her. She rejected Amos, and when he pressed her for a reason she told him plainly that the man she married must love her better than his life; must be willing to endure poverty with her; must be ready to defend her in case of necessity with his heart's blood.

Amos undertook to break down this opposition by making light of it.

"I fear you have been reading romantic stories," he said to her. "There is no romance in America. In Europe they have their legends of heroes and heroines, their Sir Galahads, their Loreleis, their thousand and one impossibilities. In America we have only the Salem witches, which, being old women riding on broomsticks, are not pleasing to contemplate. Besides, all these beautiful fancies wither before an empty stomach or a hole in one's stocking. Why do we call that period of intense affection between newly married persons the honeymoon?"

"Because it is very sweet, I suppose."

"Very sweet and very fleeting. A moon lasts but twenty-eight days. No one expects the exuberance of love to endure more than a month."

"The man I marry must love me forever, his love growing stronger every hour, every day, every month, every year. He must be a man of courage, ready to strike at any moment in my defense. I think I shall marry a soldier, tall, handsome"—

"Suppose he gets his nose shot off?"

"He will woo me by diving to bring me pearls; he will climb mountains, standing

on giddy heights to show that he can look upon an abyss without fear."

"Why not marry a man in a flying machine?"

"Enough of this," said Eva sharply. "It is evident that you and I are not fitted for each other. I wish a man to lift me up, not to drag me down. With you I should always feel that I was chained to earth."

It was evident to Amos that he was gaining nothing. In fact, the more he endeavored to instill the practical into the girl he wanted the more he seemed to antagonize her. He took leave of her and went away sorrowful.

Amos had an uncle whom he was very much like in his nonappreciation of the romantic, only the uncle was experienced, while Amos was not. His uncle was manager of Amos' property and would remain so until the heir became thirty years old. The guardian had favored the match, and at Amos' failure he reported it to his uncle, giving the cause.

"My boy," replied the older man, "never oppose a woman. With the softer sex one must stoop to conquer. You made a mistake in ridiculing Eva's sentimentality. You should not only have appeared to appreciate it, but have in every case gone her one better. You must take a back track."

"If I recall what I have said I shall receive only contempt."

"Never mind what you have said. Our words are of little moment beside our acts. Contrive a scene in which you will jump in the water to save some one's life."

"I can't swim."

"Wear something buoyant under your clothing."

"Whose life shall I save? Persons won't fall into the water especially to enable a man to show his prowess in saving them."

"Oh, a dummy will do. How do you suppose they contrive to have persons wrecked on trains, drowned in sunken boats, blown up in powder magazines for the movies?"

"I never thought of that."

"And you a practical man? Don't talk about failure with a woman when an un-

educated movie manager will succeed with the whole world. You must marry Eva and marry her as soon as possible. The Tenth street property which you and Eva own jointly must either be owned by both as one or divided. To divide it would be ruin. Come! Bestir yourself."

"I'll see what I can do," replied Amos as he strode away thoughtfully.

Amos and Eva lived in a hilly country that in part might be called mountainous. There was one place called the Devil's Climb because an ambitious youth had lost his life trying to get up it. Amos was driving past it one day when he saw a man scaling it like a cat. Indeed, while he climbed with the agility of a cat, he seemed to be endowed with invisible wings. He not only climbed, he flew. No part of the cliff was so perpendicular that he could not mount it. At times it seemed he was about to fall backward and be mangled on rocks a hundred feet below, but he always caught, sometimes on the edge of a landing above him; sometimes he would draw himself up by a twig that seemed too slender to sustain a kitten. Yet up he went, surmounting every difficulty, till he reached the summit, then turned and, assuming a theatrical attitude, took off his hat and waved it to imaginary persons below.

As soon as he had achieved his exploit a group of persons who had been standing near began to shout and wave to him to the music of a movie camera which had been set up near enough for Amos to hear. Then, the show being over, the players moved away.

Then Amos, looking about him, saw things that he had not noticed before. Several cameras were being removed and placed in vehicles. A man on top of the cliff was taking down a sort of derrick that had been hidden from view, while one at the bottom was coiling a wire and taking apart an apparatus similar to that above. A man was directing the transfers, and Amos approached him.

"The man who climbed the cliff was pulled up by a wire, I presume?" he said.

"Just so; and a donkey engine. There it is going into that wagon."

"Could I secure this paraphernalia and these men to hoist me up there?"

"I reckon you can if you want to pay for it."

"What would it cost?"

"Well, I reckon about a hundred dollars."

"I'll pay you the hundred dollars if you'll permit me to choose my own time. Would I need any practice?"

"You could do a better job by having had practice, but it isn't absolutely necessary."

Amos paid the man \$20 on account, and he agreed to be on hand with the apparatus set up the following afternoon at 4 o'clock.

The next day Amos took Eva to ride and directed his car to the Devil's Climb. On reaching a point a few hundred yards from it Amos pulled up and, assuming an air of injured innocence, thus addressed her:

"You have thought proper to impugn my courage. You have intimated that I am nothing better than a worm of the dust. You have said that you wished some one for a husband who would elevate, not drag, you to earth. This, coming from one I love better than my life, has blighted it. It is no value to me. I am going to risk it to convince you that I am a man, not a coward."

Jumping from the car, he ran toward the Devil's Climb. Reaching a point directly beneath it, he paused and looked up. He was doing something with his hands, but Eva could not discern what it was. He hooked a wire to a belt under his shoulders. Then he began to climb.

"Great heavens?" cried Eva. "Is he going to try to scale that cliff?"

Amos sprang lightly over the lower rocks, which were comparatively easy to scale. Then he reached a perpendicular rock higher than his head. He sprang up, clutched it, and in another moment stood upon it. The ascent now became more difficult, but the more difficult it was the easier it seemed for him. When he was nearing the top he stopped beneath a straight up and down face in the rock and carefully placed a foot in a cavity. Then catching a slight projection he placed the other foot on a similar support. He was midway up the face of the rock when he fell backward.

Eva gave a shriek loud enough to wake the dead and covered her eyes with her hands.

In a moment she took them away and looked again. Heaven be praised! Amos had been caught by a scrub tree growing out of the face of the cliff.

Giving a spring, he seemed to fly back to the cliff slightly below the rock from which he had fallen and proceeded to make a second attempt to scale it.

Eva shouted to him to stop. Whether or not he heard her he paid no attention to her. This time he succeeded in standing upon a narrow landing and resumed his ascent.

He was saved from another fall by seizing a projecting root; he slipped, he staggered, he caught at what seemed straws, and all the while Eva was watching him in agony. At last he stood upon the summit.

He was about to descend by the same route he had come up when Eva sprang from the car and ran toward him, beseeching him not to do so. This time he heard her and came down a slope at the side of the cliff, which was an easy descent. Eva threw her arms about him and went into hysterics.

The next day Amos informed his uncle that the wedding day had been fixed.

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### A Home-made Dinner

BY ELEANOR MARSH

Roger Chamberlin lived at home with his mother and an older sister. The Chamberlins were well-to-do and kept two servants. Until recent years a cook and chambermaid were considered essential in every well regulated family. Half a century ago excellent servants were to be had at reasonable wages and were a great relief and comfort, but nowadays, when women work in factories, servants are scarce, independent and not of the former grade. If the Chamberlin family kept a servant six months they thought they were doing well. Even then many of the choice bits brought to the table were spoiled in the cooking. Take it all together, the servant question was with them what it is with most families, a destroyer of domestic comfort.

A few days before July Fourth Mrs. Chamberlin's cook left her. The family were invited to dine with a relative. Mrs. Chamberlin and her daughter accepted, but Roger preferred his club.

Now, there was a girl, Alice Woodruff, who had been for some time trying to land Mr. Chamberlin, but he had stood off, and she had been unable to get a clutch on him. She heard that he was intending to dine on the Fourth at his club and conceived the idea of putting a bait before his eyes with a hook in the shape of an excellent dinner cooked by herself, for she was a natural born cook.

Miss Woodruff wrote Mr. Chamberlin inviting him to dinner on July Fourth, stating at the same time that there would be no turkey, no cranberry sauce, no boiled onions, no pumpkin pie. What would be on the table would be cooked by herself. They would dine alone; her mother who was not well, dining in her room.

A hundred dollar bill dangling over Mr. Chamberlin's head could not have pleased him so much as this invitation. It was not only getting rid of the turkey and other aggravating appurtenances, but he spent the interval before the dinner conjuring up delectable dishes that would be on the table. He accepted at once.

Now, Miss Woodruff's plan was either a stroke of genius or doomed to a dreadful failure. Not one woman in a hundred is fitted to carry out such a plan. A cook, like a poet, is born, not made. Many ladies have never studied cookery, many have studied and not learned it, and many who can prepare a good dinner must come to the dining room with a flaming face and apparel covered with grease spots, to say nothing of a coiffure awry—a repelling sight to a lover.

Now, listen to what Alice Woodruff did. She cooked that dinner in snow white apparel, her best dinner costume. When Mr. Chamberlin was announced she kept him waiting but a few minutes, when she went directly from the kitchen to the drawing room. Then she excused herself for a few minutes to put a few finishing touches on to the viands and returned to her guest, while her maid put the dinner on the table.

"I thought," said Mr. Chamberlin, "that you were to cook the dinner yourself."

"I have cooked it myself and with no one's assistance."

"But the maid?"

"She simply serves it and acts as waitress."

"You don't mean to say that you cooked a dinner in that costume?"

"I do."

"But you look as if you had just come out of a handbox."

"I have just come out of the kitchen."

The first course was a soup, the like of which Mr. Chamberlin had never tasted before. Then there was a skip of the fish course, and a spread eagle chicken was produced. There were creamed potatoes with it, but the name does not describe the dish. Those creamed potatoes are a luxury in themselves. They were fine chopped, and one eating them could scarcely tell the cream from the potato, while the parsley gave the whole a delicious flavor. With this course was a dish of spaghetti cooked with tomatoes—marvelously tasty.

"This is not a course dinner," said the hostess when these viands were finished. "There are many kinds of dinners, but a dinner to be cooked at home by a member of the family should consist of few dishes."

"And every one delicious as in this case."

When Mr. Chamberlin saw the dessert come on he looked disappointed. It was ice cream, and men don't usually care for ice cream. But when he put this ice cream into his mouth he cast up his eyes, and a pleasant smile passed over the lips that had just closed upon it.

"Why, it's made of cream," he said.

"Certainly; no cornstarch in it."

"You made it yourself?"

"Certainly; except that the maid turned the freezer."

After Mr. Chamberlin had been helped three times to the ice cream and the cake that melted in his mouth the dinner was finished.

The rest of the work fell upon the maid, while hostess and guest retired to a sofa before a bright fire. What occurred

there is a matter between themselves, but the next Fourth the two dined together as man and wife.

### A Musical Wonder

BY WALTER L. BREWER

One morning when Manager Hinton was sitting at his desk in his private room at the opera house a young man entered and said: "I am Arturio Stanelli. I have made some success in Naples as a tenor and concluded to spend a season in America before presenting myself in Berlin."

"Ah, indeed!" replied the manager. "Signor Stanelli! I have heard of your initial success in Naples. Do you come to us under contract or are you free?"

"I am free. I have not yet become sufficiently known to be sought after."

Stanelli, as yet scarcely twenty years old, sang for the manager. His voice was a tenor, but none of his notes were high, and some of his lower ones were almost down to baritone range. Hinton seemed not quite satisfied about something. Presently he said:

"All my contracts for the season's tenors are signed. If your voice was a baritone I could use you very readily. As it is I fear we cannot be of use to each other."

"Try me as a baritone," said the other.

The manager smiled. "Give me your address," he said. "Sometimes singers become irritable, and brain irritation usually results in throat irritation. I may have occasion to suddenly put in a substitute."

A week later Signor Stanelli received a telephone message to call at the opera house at once. When he was announced he was admitted readily, and Hinton told him that his baritone had quarreled with his contralto and refused to sing with her. "The part runs low," he added, "only in one or two places, and we can cut them out."

The new singer created a sensation. His voice, instead of being high pitched for a baritone, was very low. Those parts which the manager had suggested cutting out were sung with vigor. Hinton was astonished.

"How in the world did you ever get such flexibility into your voice?" he asked Stanelli after the opera.

Stanelli looked confused and said he didn't know.

It was not long after this that Hinton was again in trouble; this time for a tenor. His principal man in a pretended stabbing scene had really stuck a knife into a rival for the favor of—not a woman, but the public. He sent for Stanelli and asked him if he could get his voice up to a pitch that would enable him to take the part. Stanelli said that he had sung the part without experiencing any trouble. He was told to be on hand for it the same evening.

He made as pronounced a success as a tenor as he had as a baritone. Only a portion of the audience had heard him in his other role. These were somewhat surprised. They did not know what to think about a man being both tenor and baritone. The rest of the audience supposed that Stanelli was a regular tenor.

As for Hinton, he could not believe his own ears. He knew very well that the human voice has not so wide a range as appeared in this case, and he believed that there was some imposition being practiced upon him. If not, then Stanelli was simply such a wonder as the world had never seen before.

Hinton's company was in a constant state of warfare. One night when Stanelli was singing a baritone part in "Il Trovatore" a quarrel occurred between the tenor and the soprano—they were singing lovers' parts—and the lady slapped the tenor's face. He vowed that he would not sing another note with her, and the manager could not move him. Turning to Stanelli, Hinton said:

"Can you finish the part for him?"

"I think I can."

"Well, if you can that will solve the problem for this performance. I can easily supply your place in the role you have been singing."

Stanelli went to his dressing room to change his costume, sending his valet, Luigi, for the dress now required. I took it to him, and in due time Stanelli came forth robed for the troubadour's part.



This success in singing two different parts, requiring a tenor and baritone voice, further puzzled Hinton. After the performance he called Stanelli into his office and said to him:

"Stanelli, I wish your voice was on two different bodies. I would like to cast you for two parts in the same opera."

"That is not impossible," replied Stanelli unconcernedly.

"Not impossible! What do you mean?"

"Name the parts and I will be on hand in two bodies."

Then the singer told his secret to the manager, and one evening the tenor and baritone parts were taken by two men who were the image of each other. They were Arturo and Giovanni Stanelli, twin brothers. But Luigi did not assist his master in his dressing room that evening, for he was Giovanni Stanelli and had sung the baritone parts for his brother.

Arturo and Giovanni Stanelli were the rage among music lovers for the balance of the season and the next year made contracts which gave each one of them a fortune. They had adopted the plan of winning public favor singly because they would not be separated and believed that two trying for an introduction at the same time would be more difficult than one.

### Her Bosom Friend

BY DONALD CHAMBERLIN

"Eunice," said Mrs. Tisdale to her bosom friend, "the doctor has ordered me to spend the winter in a warm climate. Ralph can't possibly go with me. We are dependent on his salary for a living, and if he gives up his position we will be impoverished. I had hoped, dear, to have you go with me, but you know that can't be. And since you must stay here I wish you to help look after Ralph's comfort."

One not knowing the circumstances under which this was spoken would naturally suppose it to mean exactly what it appeared to mean. Mrs. Tisdale meant something else.

There are cases where either a husband or a wife will have a bosom friend whose influence goes to make trouble. Eunice Cowles was such a friend to Edith Tis-

dale. If Ralph proposed anything, Edith would withhold her consent till she had consulted Eunice. If Ralph returned from business in the evening tired and anxious for a quiet dinner and rest with his wife, he was likely to find that she had gone off with Eunice. Besides this, there was the feeling that he was always playing second to Eunice's first.

Mrs. Tisdale departed, leaving her husband in the care of her bosom friend. What she meant by looking after his comfort was that Eunice was to see that no woman got hold of him during her absence. She trusted Eunice implicitly, and she was the only woman with whom she considered her husband would be safe.

"Now, dear," she said to him before leaving, "when you feel lonely in the evening go round to Eunice's. She has promised me to look after you and will help you through the period of my absence."

Ralph made no reply to this. His wife did not see the frown on his face, but if she had seen it it would have made no difference. She knew that her husband was averse to her friend, but believed his aversion to result from the fact that he was blind to Eunice's nobility of character. Edith loved him, but she did not place him on that lofty pedestal on which she had placed Eunice.

Eunice gave Ralph to understand that the latchstring was always out for him. At first he showed no disposition to avail himself of the offer, spending his evenings either with his intimate friends or at home reading. But one evening he appeared at Eunice's home, manifesting a cordiality that he had not been accustomed to show before. A week later he called again and asked her to go out with him to an evening's entertainment.

Eunice wrote Edith that Ralph had changed toward her. Before he had been left alone she had appeared to be scarcely welcome at his home, but now he went to see her often of his own accord and was very companionable. To this Edith replied, "Heaven grant, dear, that his eyes have been opened to your many virtues."

As the winter wore on, friends and acquaintances of this trio began to notice

the intimacy existing between Ralph Tisdale and Eunice Cowles. Then they began to talk. One day Edith received a letter from her mother admonishing her that it would be advisable for her to return as soon as the weather warmed up. Persons were criticising her husband and her bosom friend, who were seen constantly together. Edith was amused that observers should have been so deceived by her plan for Ralph's protection.

There came an anonymous letter repeating the advice already given. Men usually consider anonymous letters better fitted for the waste basket than for consideration. A woman is likely to be more favorably disposed to heed what is spoken behind a mark. Edith began to feel a bit anxious. She still trusted her friend, but she feared for her husband. She began to doubt the wisdom of having exposed him to any woman, however saintly. She had not thought that her husband, once the scales had fallen from his eyes, would see Eunice's superiority to his wife.

Mrs. Tisdale went home with far more haste than she had come away. Before going to her house she went to Eunice's. If there was anything to be elicited she preferred to learn it from her friend. She was told at the door that Miss Cowles was not in the city.

Reluctantly she drove to her home. Ralph, whom she had advised of her coming, advanced to meet her with a welcoming smile and took her in his arms.

This was reassuring.

"How have you and Eunice agreed?" was her first question.

"Well. She has served me far more than you can imagine."

"Where has she gone?"

"I don't know."

"When will she return?"

"I don't know."

That was a happy dinner husband and wife ate together. Edith had been perturbed as to her friend having supplanted her in her husband's affections and did not mention her during the meal. For the first time she did not seem to need her.

Eunice never returned. In time Mrs. Tisdale began to wonder. But no expla-

nation came. An explanation consisting of certain notes, Ralph held under lock and key, but he never produced them. They had enabled him to get rid of his enemy.

### The Dual Patriot

Milton said, "Hampton had a head to contrive, a tongue to persuade, and a hand to execute any mischief," and a divine at Whitehall, England, addressing himself to the auditory, said, "If you don't live up to the principles I lay down, you must expect to receive your reward in a certain place it's not good to mention here."

The following poem from the *New York American* is intended as a portrayal of the Dual Patriot, who wants "George" to do the disagreeable duties, while he gives out long and loud patriotic precepts and gathers in the profits from the needs of George, and there is nothing equal to war and its consequences to bring out this phase of human character, so we conclude that the poem entitled, "A Song of Hate," will interest many of our readers who doubtless know men of this class, who are long on precept and short on patriotic duty. — EDITOR JOURNAL.

### A SONG OF HATE

BY DAMON RUNYON

Now wealthy John P. Stubblefield  
Has neither kith nor kin,  
But he often speaks about the blood  
We'll pay the Germans in.

Then up goes John P. Stubblefield  
To the courthouse on the hill  
To kick about his taxes

While your son goes to drill.

And John P. stands where he can see,  
And hollers: "Give 'em hell for me!"

Now this same John P. Stubblefield  
Was young in Ninety-eight,  
And hated Spain and Spaniards  
With a very savage hate.

Yes, this same John P. Stubblefield  
With wrath was 'most insane,  
So some of us went marching off  
To help avenge the Maine.

And John P. stood where he could see,  
And hollered: "Give 'em hell for me!"

Well, this same John P. Stubblefield,  
He started up a store,  
And he was getting good and rich  
When we came back from war.  
And some of us were broke and sick,  
And all were mighty slim.

But John P. Stubblefield was glad  
 We gave 'em hell for him.  
 And my old man, he said to me:  
 "He's like his Pa in Sixty-three!"

Now that's been nineteen years ago,  
 And John P.'s rich as mud,  
 But somehow he can't get away  
 From that strange lust for blood.  
 He hated Mexicans awhile,  
 And yelled when Company B  
 Went hiking off to Mexico:  
 "Boys, give 'em hell for me!"  
 And John P. bid on army shoes  
 As soon as he received the news!

So this same John P. Stubblefield  
 Is hating of the Huns;  
 He says he's sorry he can't send  
 A half a dozen sons.  
 Then up goes John P. Stubblefield  
 To the courthouse on the hill  
 To roar about taxation  
 As your boy goes to drill.  
 He raves about the horrid Hun,  
 While your son lugs a nine-pound gun!

Yes, this same John P. Stubblefield  
 Makes speeches by the yard;  
 He criticises Congressmen,  
 And criticises hard.  
 He wears a flag upon his coat—  
 There's flags around his store;  
 He's raised the price of woolen yarn  
 Because of this here war.  
 My wife is knitting socks these days—  
 That's how I know about that raise.

When someone said we all should save,  
 Who was the first to send  
 A letter to the papers  
 Advising folks to spend?  
 "For saving would hurt business—  
 In saving panic lurks!"—  
 Why, this same John P. Stubblefield—  
 Then he laid off fifty clerks  
 And fifty teamsters at a clip,  
 While your son studies marksmanship!

Yes, this same John P. Stubblefield,  
 He burns with righteous rage.  
 He storms about the income tax  
 And cuts his chauffeur's wage.  
 He fought against preparedness—  
 Now he warns of army graft  
 And tells the War Department  
 To hurry up the draft.  
 Well, my old man once said to me:  
 "He's like his Pa in Sixty-three!"

It's this same John P. Stubblefield,  
 With neither chick nor child,  
 Who hates those Germans with a hate  
 That's very hot and wild.  
 Of course, I hate the Germans, too,  
 For that is only fair—  
 But I don't hate them half as much  
 As I hate John P. there.  
 Now Lord forgive such thoughts I pray—  
 Did your boy go to camp today?

Then up goes John P. Stubblefield  
 To the courthouse on the hill  
 To kick about his taxes  
 While your son goes to drill.  
 And when the transport's loaded,  
 And its nose swings to the sea,  
 With Sons of Men along the decks,  
 I know where John will be.  
 John P. will stand where he can see  
 And holler: "Give 'em hell for me!"

### A Girl of Little Italy

BY F. A. MITCHEL

The court was assembled to try Antonio Celli, an inhabitant of the Italian quarter in New York. He was accused of having murdered Otis Campbell, a settlement worker who had endeavored to elevate the condition of Italians. Antonio was of the lowest class, had no education, and had come to America from Naples. Whoever has visited that city is aware of the condition of the lower classes there. But they are not responsible for that condition. Hundreds of years of tyranny exercised by foreign nations have made them what they are. Happily they are now free and are beginning to improve.

Campbell during his Samaritan labors had met Marina Dorini, a little girl fifteen years old, born in America of Italian parents. Marina made artificial flowers. Antonio, who was double her age, had asked her parents for her, but they had not consented to give her to him, since he was not engaged in any regular work and they distrusted him. Nevertheless, Antonio determined to have the girl and hoped to persuade her to marry him, when Campbell appeared on the scene.

Though Campbell was perfectly circumspect to Marina in his efforts in her behalf and that of other persons of her class this did not prevent her giving him her heart. One day when Antonio went to the house where she was making artificial flowers he saw Campbell standing before the table at which she was working. At the moment she was putting in the buttonhole of Campbell's coat an artificial flower.

"What kind is it?" asked Campbell.

"A rose."

"What, a blue rose? There is no such flower."

Marina laughed.

"I made it purposely for you," she said.

Campbell thanked her and turned away. His mind was occupied with his work, and he did not notice the expression on Marina's face, an expression denoting adoration for him. But Antonio saw it, and the devil which had been at his elbow since his birth straightway entered into him.

Early one morning Campbell's body was found in an alley. A physician who examined it said that he had been dead about five hours. There was no clew whatever to the murderer.

Marina had not seen Antonio watching her when she gave Campbell the artificial rose, though nothing prevented her except that she was wrapt in the settlement worker. Antonio had withdrawn without her, having been conscious of his presence. But after this there was something in his bearing that excited her curiosity.

Antonio proposed that she should marry him without her parents' consent. She gave no response for a time, but from that moment began to give evidence of encouragement. Her parents suspected that she would throw herself away on a man they disliked and reproved her. They also treated Antonio coldly. This encouraged him to believe that Marina would be his without their consent, for as they turned against him she appeared to favor him.

One day Antonio, while drinking in a wine shop with some friends, told them that he was to marry Marina the next day, and he wished them to be present at the wedding. One of these men went to her father and told him what Antonio had said. He at once shut up Marina under lock and key.

The next day Antonio, instead of being married, was arrested, charged with the murder of Otis Campbell.

"There," said her father; "you see from what a fate we have saved you. The man you would have married today is a criminal."

Marina was released from confinement. She manifested no concern about Antonio; she did her daily work mechanically, but there was a blighted look about her which her associates attributed to having been

about to marry a man who, on the appointed wedding day, was taken to jail. But Marina said nothing. She had told no one of her love for Campbell, and even he had been unaware of it.

When the trial came off Marina was present as a witness. After the preliminaries she was called to the stand by the prosecuting attorney. He asked her if she had known Campbell and brought out from her an account of his kindness to her and others of her class.

"Did you love him?" asked the attorney.

"With all my heart."

There was a stir on the part of those in court who knew her.

"Did he love you?"

"No."

The prosecutor then brought out the relations between her and the accused, with the fact that she had promised to marry Antonio the day he was arrested. Then he produced an artificial rose of a blue color.

"Did you ever see this rose before?" he asked.

"Yes. I gave it to Signor Campbell."

"When did you see it next?"

"Antonio gave it to me. He wished me to marry him, and I agreed to do so if he would bring me this rose that I had given Signor Campbell."

This was all the testimony adduced. It was not enough to send the prisoner to the chair, but it sufficed to send him to the penitentiary for life. The only evidence against him had been procured by the adroitness, the patience, the reticence of a girl fifteen years old.

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### The Effects of a Club Breakfast

BY EDWARD T. STEWART

Dowling left his sleeping room at his club and went downstairs to breakfast. Scanning the menu, he saw, what he had seen every morning, that if he ordered a breakfast made up of different dishes he would have enough for half a dozen persons and at a great cost, so he gave his usual order, "Oatmeal and coffee." He ate a quarter of the oatmeal and left the table unsatisfied, muttering anathemas against the management for not serving a different kind of breakfast.

"I'm going into bachelor quarters," he said to himself, "and keep a cook."

Going to his office by a different route from the usual one, he passed a house on which was a sign, "To Let." It was a dainty edifice and would furnish him with just about the room he needed. Pushing the bell button, the summons was answered by a woman just as dainty as the house. She was in mourning. Dowling told her he was thinking of taking a house, and was invited inside. After he had been informed as to the number of rooms, rental, etc., he remarked:

"I wonder that you can bear to part with such a pleasant little home."

Tears stood in the lady's eyes as she replied that she had been married a year before and her husband had died soon after the expiration of the honeymoon. She had not been able to tear herself away from the home in which she had been so happy and would not do so now, but she had found living alone unprofitable.

"The rental would be satisfactory to me," said Dowling. "May I look through the premises?"

The widow led him from the living room to the dining room. On the table was a breakfast that made his mouth water—a dish of fruit, a sliver of bacon, an omelet, with a little parsley to garnish it, and slices of toast. The coffee urn was of artistic shape, and the cups were Dresden china.

"I was just sitting down to breakfast when you called," said the lady.

"Isn't it an elaborate breakfast for one person?" asked Dowling.

"I eat little or nothing between breakfast and dinner," was the reply.

Dowling looked longingly at the viands.

"Madam," he said, "I have just breakfasted at my club. I have had my first course of oatmeal and am ready for the rest. If you will permit me to finish the meal here of these viands I will rent your house at the price you ask, with a liberal bonus."

The widow, seeing the hungry look on Dowling's face, assented and, setting a plate for him, seated herself before the coffee urn. There was no bountiful supply for a healthy man of thirty, but every-

thing was so delicious that the quality made up for the lack of quantity, and was of a character not to be found in any club for men.

"I supposed," she said, "that a club table comprised every delicacy, no matter how costly."

"No matter how costly' is correct," replied Dowling. "As to delicacy, you have been misinformed."

Dowling spent an hour at the table, but the principal part of it was in chatting with the widow. When he arose to go he said that he would call again in the evening with a lease and the transaction would be completed.

"But you have not seen the upper part of the house," said the lady.

"I've seen the breakfast room and eaten in it," replied Dowling. "With such a delightful lower story those above cannot need an examination."

"When will you require possession?"

"That depends."

The widow would have asked "On what?" had not Dowling's look betrayed what was in his mind. She dared not go further, for his expression said plainly, "Just as soon as you will consent to remain with me here in wedlock."

Dowling called in the evening with a blank lease, which he filled in and signed, and the widow signed it, and then he handed her a check for the first month's rent, with an additional \$10.

"What's the \$10 for?"

Dowling didn't like to say that it was for the breakfast, so he said that it was to bind the bargain.

"I suppose," said the lady ruefully, "that I must move out at once."

"Remain as long as you like."

The terms did not suit the widow at all. She had no idea of remaining in her house while receiving rent for it, so she handed back the check.

Dowling persuaded her to let the lease stand, payment of rent to begin when possession was given.

Meanwhile he spent most of his evenings calling on his landlady and within a fortnight proposed to her. She spent a week looking up his credentials, then threw off her mourning for her first husband and began work on a trousseau for

the second. The lease that had been drawn up between them was torn up, and a document was drawn by an attorney to take its place. In marrying, the widow relinquished a portion of the property left her by her husband. But Dowling was wealthy, and his wife retained the house in which he had found her.

When the invitation list for the wedding was prepared it was found that the pair had many mutual friends.

After the wedding Dowling was invited to breakfast with a friend at the club.

"Thank you very much," said Dowling. "I can get a better breakfast at home. It was a club breakfast that forced me out of the club life."

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### Just Like Dad

The proudest hen in all the land,  
Took her new brood out for a walk;  
To teach them chicken manners, and  
Some lessons too, in chicken talk;  
Another reason, she was bound  
To take them from the barnyard, where,  
With geese, and horrid ducks around,  
They'd not learn much refinement there.

With head erect and stepping light,  
Just only where the ground was high;  
To show her youngsters how they might,  
Keep feet, as well as feathers, dry,  
She grieved to see them wade right through  
Most every pool that they could find,  
In spite of all she'd say or do,  
Not one of them would seem to mind.

They'd simply stand and gape, you see,  
When she would call them down for fair;  
'Twas most discouraging, for she  
Had all the burden of their care;  
And when she'd scratch or show some speed,  
Across the pasture field and back,  
To teach them how to hunt their feed,  
They stupidly would just say, quack.

It reminded me of Mrs. Brown.  
The Browns had several sons you know;  
No better lads in all the town,  
Couldn't help a being so;  
For their old Dad, "Old Bill," you knew  
Was good as e'er came down the line,  
Some engineer, believe me, too,  
While Mrs. Brown was also fine.

When folks would ask of Mrs. Brown,  
What all her boys were going to be;  
She'd start at George and go right down  
The line, then say, that's up to me;  
And tho' perhaps it may seem queer,  
She'd say, I don't care what you think,  
Not one would be an engineer,  
(Then knowingly, their Dad would wink.)

Poor soul did everything she could,  
To make her oft made promise hold;  
But like the hen's mismated brood,  
Of which preceding verses told;  
Her boys just let her have her say;  
And make her plans, so it appears,  
While they pursued their willful way  
To be like Dad, just engineers.

And so it came to pass, altho',  
Ma said she couldn't help but feel,  
'Twere better if the boys, you know,  
Had followed something more genteel;  
That one railroader in a home,  
Was just about enough, said she,  
Today five other Mrs. Browns,  
With grandma's view, do quite agree.

These younger mothers, later on,  
Like grandma Brown, may also feel,  
That Bert and Percy, Ralph and Don,  
Should take up something quite genteel;  
But like the hen's queer duckling brood,  
Those sons can't help, in later years,  
If it is simply in the blood,  
To be like Daddy, engineers. T. P. W.

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### The Chance to Save \$5,000

For the young man who thinks it is a manly thing to spend money freely, and who sneers at the thrifty person as "stingy", and "mean," here are a few facts that he may digest with profit:

Sixty-six of every 100 persons dying in this country have absolutely no estate; they die penniless. Of the remaining 34 persons, 25 never accumulate more than \$1,300 in their lifetime, and die with less than that. Only nine persons in 100 have more than \$5,000 when they die.

Only 2 per cent of the whole population may be classed as "well-to-do." The other 98 per cent of the people of this country have only their wages from day to day, or are dependent upon relatives or upon charity. Of every one hundred persons who reach the age of 65, no fewer than ninety-seven are partly or wholly dependent upon relatives, friends or charity for food, clothing and shelter.

These figures are not mere estimates. They are taken from the government census statistics and are arranged and given out by the president of the American Society for Thrift, a society organized by some representative business men who see a real danger to our nation in the American tendency to wastefulness.—  
*Kansas City Star.*

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### "Jim" and "Joe."

He and I were chums, as boys,  
Very, very long ago,  
Shared each other's griefs and joys,  
He was "Jim" and I was "Joe."  
And we'd tell, when oft we fished,  
Together in the horseshoe pond,  
Of all for which we hoped and wished,  
In the great big world beyond.

Fate was kind to us, it seems,  
In the intervening years,  
For we realized our dreams,  
Both becoming engineers;  
And I've hoped a lot of late,  
Something would turn up again,  
So I'd meet through some kind fate,  
My old boyhood chum from Maine.

Tho't I'd write a line to "Jim,"  
Seems the older that I grow,  
I keep thinking more of him,  
Why it is so I don't know;  
Find myself a humming snatches  
Of the songs we sang, again  
Seeing hills and berry patches,  
And the horseshoe pond in Maine.

Couldn't stand it any longer,  
Wrote, I'd visit "Jim," today,  
Longing kept a getting stronger,  
Said I'd soon be on the way;  
Then a telegram that chilled me,  
Told my plans were all in vain,  
But my heart with Jim, will still be,  
Near the horseshoe pond in Maine.

—T. P. W.

### "Coming Events Cast Their Shadows Before"

NEW ORLEANS, LA., June 9, 1917.

EDITOR JOURNAL: Before discussing the subject-matter of the communication, wish to say I approve the action of the Grand Officers in purchasing the "Liberty Loan Bonds," provided the press reports

are true. Next I wish to congratulate Bro. H. A. Walter on his deserved promotion as assistant superintendent of the St. Louis Terminal Association.

For reasons of a purely personal nature, all correspondence submitted by myself for publication has appeared over some *nom de plume*, that is, all that has been in print for some months, but since "Coming Events Cast Their Shadows Before," I believe the best thing to do is to be in the open, ready to assume responsibility and defend one's position, and if necessary be prepared "to beard the lion in his den," as the old saying goes.

For years gone by, beginning about ten months previous to the convening of our conventions, the JOURNAL has been burdened with clamor for an eight-hour day for switching and road service, intermingled with other matters looking to the general welfare of the organization; but what worried me was to figure out just why so many good writers put off sending in their correspondence until such late hours? Why not contribute your efforts at all times and help upbuild the JOURNAL? Now that the eight-hour day has been granted, other matters will be under discussion, such as the pension plan, accident insurance, total disability insurance, "the closed shop," the well worn question of reduction of representation, and other things that may be brought to light. These, and many other matters that may arise are deserving of our serious consideration, and we should be free to express our opinion, between now and the next convention. No doubt you will "start something;" one usually does when they express an opinion, yet stagnation is ruinous; a diversity of thought and a little scrapping sometimes does good.

The question of a reduction in representation at our conventions has attracted much attention during the last few years, and the sentiment favoring this move has grown until the last convention adopted the plan of grouping certain Divisions, thereby reducing the representation by about forty per cent—that is, should the membership approve the plan by a referendum vote. The duty of grouping the Divisions falls upon the Grand Office, and if correctly informed the bulk of this

work has already been finished. I have never, for one moment, thought but that the best thing possible in doing this work will be done, yet from quite a bit of talk one can hear here and there, even the result of this grouping will cut a big figure with certain Divisions when the final plans are announced. It seems practically everybody wants to go first, and the junior Division seems to think the time is too far off before they will be honored with representation.

I feel justified in saying that at least ninety per cent of delegates who have attended the conventions during the last fifteen years, as well as the members who have visited the same, will vouchsafe the assertion that a reduction in representation is really needed, not only from a standpoint of economy, but because it would expedite the transaction of business, which in the end is economy itself. Yet, when it comes down to being represented by proxy (and that is what grouping Divisions means), a mighty protest goes up, that the judging from the past, and if you are a "chance taker," you may be safe in taking the chance that the referendum vote will not carry. It seems to be a case of "Who shall be who?" at the next convention, and regardless of all the clamor for a decreased delegation, when the die is to be cast the situation becomes one of "presto change" or "we had better let well enough alone."

Personally I am honest to admit if this end can be accomplished, it would prove a blessing from every view point, and am agreeable to accepting any plan the membership may approve so long as the expense is born by a pro rata assessment. There never was a grosser injustice done a set of men than when one set were compelled to pay from five to ten dollars to send a delegate, while another set were represented for practically nothing, simply account of large membership in local divisions. All the brains do not come from large divisions; some of our most able delegates are from small divisions, and it is manifestly unfair, when the workings of the conventions are for the general welfare of the Brotherhood, that small divisions must be burdened to an unreasonable extent or be represented

by proxy, which is well nigh a twin brother to not being represented at all, and especially so should the Divisions thus represented not be on the same system or road, or under the same management. I was one of the instigators, if one sees fit to so term it, in having the pro rata plan introduced and made a law, and never expect to recede from that stand since it is one of common justice, and justice is one of the fundamental principles of the Order. Prorate the expenses and I will be like the fellow who, when asked if he had ever been drunk on absinthe, said "No, but I will take one shot at it." I will "take one shot" at any plan the membership wishes to try out, then if not a success, we can change it and try something else.

Come on brothers, let us hear from you; don't be a "slacker," if you will pardon the war saying. In my next, shall dwell on the subject of the "closed shop," then I expect to get "ripped up one side and down the other." I served as a chairman so long, am used to this; why worry?

Fraternally,

F. E. WOOD, Div. 755.

### Plan for Reducing Number of Delegates

SPRINGFIELD, ILL., June 5, 1917.

EDITOR JOURNAL: At the triennial convention held in Cleveland, in May 1915. a resolution was adopted for the purpose of reducing the number of delegates to the G. I. D. Convention.

The writer has never attempted to present any of his views to the readers of the JOURNAL, upon the many important questions ever present. But owing to the importance of the resolution to be voted on by referendum vote, I feel that all interested should give expression to their views, humble though they may be, that growing out of little things ideas might be gleaned from the many that will finally result in the solution of this important question.

The writer admits that the number of representatives at each convention has been growing to such an enormous extent that some feasible plan must be worked out to avoid the time, and expense incident to large bodies gathered together for business purposes, and while this is



the writer's view of the subject matter before us, still he desires to impress upon the readers of the JOURNAL that we are a representative organization, and the rank and file of our organization should not be deprived of their choice of who should represent them in convention.

The resolution referred to if adopted by referendum vote would, as the writer sees it, deprive the rank and file from participating in the choice of delegates, and for that reason feels that the resolution should be defeated.

The question is of too much importance to be voted on without first giving every one an opportunity of considering it and of presenting their views and suggesting remedies, if they desire so that a full expression of the views of the rank and file could be obtained at the next convention.

The writer feels that every one should give full expression of his views on the subject, and as our JOURNAL is the means of expressing our views and obtaining those of others, the writer takes the liberty of presenting the following plan as a solution of the problem:

1. Upon systems of railroads having more than one Division, each Division shall elect a representative to meet with the representative of the other Divisions on the system, and the general chairman of the systems, who by virtue of his office shall preside at the meeting and perform the duties of chairman, but shall have no voice in the meeting, excepting case of tie, in which event he shall have the deciding vote. When the delegates are called together, they are to choose from their number one for each two hundred members or fractional part on their system to represent them at the G. I. D. convention.

2. On systems having only one Division, with a membership of less than two hundred, three delegates shall be elected, whose duty shall be to select one of their members to represent them at the G. I. D. convention.

3. On systems having only one Division, with a membership of more than two hundred, five delegates shall be elected from said Division, whose duty it shall be to choose from their members one delegate for each two hundred members or frac-

tional part on their system to represent them at the G. I. D. conventions.

This plan would reduce the number of delegates at the G. I. D. conventions materially, and it also has the advantage of giving one an opportunity in the choice of delegates and in obtaining the best material on the system.

Yours Fraternally,

F. A. DENTON, Div. 720,

Vice Chr. Ill. State Legislative Board.

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### Observe the Golden Rule

CLEVELAND, O., May 1, 1917.

EDITOR JOURNAL: We sometimes hear men say when discussing the misfortune of some Brother who has made a mistake, "How in the world did he ever do it?" "What was he thinking of?" and other like remarks that serve no purpose but to prove the shortsightedness of those who so express themselves.

It may be the unfortunate one overlooks a train, gets by a signal, breaks down on the road and is unable to locate the fault readily, or some other of the many things that are part of the experience of every engineer, if he stays in the game long enough. None of us are perfect, and though there may be some difference in the records of men as to keeping out of trouble on the railroad, there should still be enough charity in our hearts to tender our sympathy to the fellow who might be a victim to circumstances, that would in all likelihood have caused us to do the very thing for which our Brother is censured, not only by the company, but by the very men who will do the same thing or perhaps worse when like conditions confront them.

Just look back on the years and see if you cannot recall a number of instances where you barely escaped getting into serious trouble by some turn of fate, some chance reminder such as, perhaps, a curl of smoke over the hill telling that a train you had overlooked was coming, and other instances where you were saved from doing the wrong thing by sheer luck.

We sometimes read of the clear records of men long on the railroad, and they are remarkable of course, and also creditable to those who can claim such, but after

many years spent on the rail on various roads, in all kinds of service, the writer can confidently say that the man who owns such a record can thank good fortune largely for it. His own efforts no doubt have contributed much, but his success should not blind him to the fact that the breaks of the game were often in his favor. But it is not the man of long experience who is the most inconsiderate of the troubles of the other fellow. It is more often the younger, less experienced men. They express wonder how some engineer could possibly have done the thing for which he may have been suspended or even dismissed, and they sometimes do so with a full knowledge that they could not, or at least might not, have done any better, if as well, but more often they err from lack of experience and good horse sense.

It is a manly as well as a charitable act to express sincere regret, and extend all practical aid and sympathy to the Brother in distress. It is a debt you owe, not only to your Fraternal Brother, but to all men, and most of all, to yourself.

Fraternally yours,  
JASON KELLEY.

### Representation and Other Things

GREEN BAY, WIS., May 31, 1917.

EDITOR JOURNAL: I read with much interest the different articles of some of our able writers in the correspondence columns of our JOURNAL each month, and they are to me the most interesting parts of this most welcome and inspiring periodical, and in summing up the different views and suggestions each month find them very educational.

I do not wish to appear in the columns as a critic, but as one of our Brothers appearing in the May issue invites co-operation on his "Advance Thoughts," I thought it quite proper to accept the offer.

The membership will in the near future, I presume, be called upon to decide on a plan to cut down the cost of our conventions. One proposed plan provides for two Divisions in the same locality to be represented by one delegate, excepting in cases of a Division having a member-

ship of 200 or more. This will cut the representation nearly in half, and if the rank and file should favor this plan it would be worthy of a trial. Have you ever stopped to figure out the individual expense of holding a convention? It amounts to about one dollar per year for each member. This does not seem to look exorbitant, but when you come to look at the grand total, something over \$200,000, you will admit it is a big sum, but it is a necessary expense, as changes in the laws of the B. of L. E. must be made to keep up with the times and conditions. There are bigger problems to be considered at a convention than a good many of us realize, and it requires time and the combined effort of many to arrive at a satisfactory solution of those problems.

Brother Boyle in his article makes the suggestion that General Chairmen may properly represent their constituents at the conventions and still perform their duties as G. C. of A. In my opinion most of the General Chairmen, especially on the large roads, have their hands full already performing duties now delegated to them, as some of the companies are employing men whose chief duties seem to consist of "puncturing" the schedule, in this way adding numerous grievances for the G. C. to take care of. Another fault that I find with that plan is that a convention composed of General Chairmen might develop into an autocracy, and the rank and file would not be properly represented. A certain Division on a system may favor a question in dispute and another Division on the same system be opposed to the question, so how is the G. C. going to vote on it without creating friction? While I am a firm believer in economy, I do not believe in practicing same to an extent where it might jeopardize the Brotherhood.

Another suggestion is made in the same article to classify members into three classes and taxing the members of each class according to their income. This may sound all right, but let me say that when you do this you are starting something that spells trouble. In my opinion all members are entitled to the same consideration and have the same protection

in the B. of L. E., and therefore should be taxed equally to meet the expenses. In my nine years' experience in collecting dues and assessments I found it a rare occurrence to have an extra man delinquent on the books, but it quite often happens to the regular man who has a good paying run and is assured of a regular monthly salary.

I notice by the monthly circular sent out to Divisions that our membership has passed the 73,000 mark. Brothers, let us all put our shoulders to the wheel and make it 75,000 before the year rolls by. There is a wide field before us as business conditions have caused many promotions of firemen of late. All of these men are intelligent and able to think for themselves, and if properly approached would be able to see the advantage of the protecting features of our organization to them.

I contend that the B. of L. E. has "the best of everything" for the engineer. Special attention should also be given to explaining our pension system to new members. It is true each new member is furnished with a copy of the constitution when joining, as well as the men already in the Order, but a good many of us fail to spend the time necessary to find out what is inside of the covers.

The B. of L. E. and its sister organizations have just emerged from a hard battle, and came out victorious, but the fact should not cause the members to become indifferent now. Be ever on the alert and work still harder to keep what the victory has brought us, and last, but not least, give the men at the head of the organizations the credit they deserve for the good work they have so well done.

Fraternally,

SEC.-TREAS. DIV. 249.

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### Something to Consider

HARRISON, ARK., May 9, 1917.

EDITOR JOURNAL: One year from this month will see the Brotherhood of Locomotive Engineers in convention again.

The intervening months will slip rapidly away, so it is time for us to be discussing questions of policy, etc., through the columns of the JOURNAL.

We hear a good deal of criticism of the provisions of the Chicago Joint Working Agreement, and it appears that unless there is a decided modification of some of the articles it contains there will be a determined effort made to abrogate the entire agreement. Articles 10 and 11 come in for the bulk of the criticism, and it is with those two articles only that I wish to deal at this time. Please observe section G of article 10, which reads, in part, "Promotion and the establishment of a seniority date as an engineer, as provided herein, shall date from the first service as engineer when called for such service."

Now let us generalize a little. It should be the aim and object of both engineers and firemen to not make more engineers, but to keep the number as low as possible in order that those who have been made into engineers may be sure of reasonably steady employment. It certainly is no favor to a man to take him from a profitable job of firing and place him on a slow engineers' board and make room for one more man in the firemen's rank than the service demands.

Question 26, on section G, of article 10, brings out the fact that regardless of what the circumstances may be, wrecks, washouts or what not, whenever a fireman is called to perform the services of an engineer one more engineer's seniority date is established. No matter if no more engineers are needed, and it makes no difference if the fireman called should be way down on the list, he automatically sets a date for the oldest fireman and a new engineer is born whether needed or not.

Such a provision is absolutely ridiculous and should not be tolerated. "Oh," but somebody says, "you don't have to put him on the board just because his date has been established." No, you don't at that time, but what are you going to do with that worthy Brother who is out of a job when he comes along if you are continually making engineers that you don't need?

Article 2 tells how to make reductions in the number of men employed. As long as the world stands there will be periods of prosperity and seasons of depression. During prosperous times it

takes more men to handle the business, regular men will get sick, some of them will lay off, thus making a large extra board necessary. Then comes the season of depression, and what occurs? The business interests of the country realize that they are not going to make much money until times get better; the shop crafts threshed that all out long ago and apply the Brotherhood principle by dividing time with the young membership until business picks up; but how about the engineer? As a rule he wants the board cut so he can make just as much money as he did before, regardless of whose family has to suffer, and regardless of who has to drop out of the Order because he cannot pay dues. So it becomes absolutely necessary that there be something done to curb the individual who wants everything his way, and that is why we have article 2. But why do the extra men and pool crews have to make all the sacrifice when business gets dull? The man with long passenger mileage, and the man with the good paying preferred freight run, both demand an extra man any time they want to lay off, and I would like to know how they got away from all responsibility toward the extra Brother when work gets slack?

Brothers, these are things to think about, and a return to real Brotherhood principles in our treatment of one another would go a long way to make the B. of L. E. an ideal fraternal organization.

Faternally yours,

W. J. HARRELSON, C. E., Div. 780.

### Reduce the Number of Delegates

KINGFISHER, OKLA., May 31, 1917.

EDITOR JOURNAL: There is certainly a lot of discussions on the reduction of the number of delegates to our Conventions, which is right, for the JOURNAL is the proper place to discuss a matter of that kind. There is no denying the fact that the present number of delegates makes the Convention too large a body, too unwieldy. Better results could be gained by sending one man to represent a system than by sending a dozen men. If our General Chairmen are qualified to manage our business with the officers of the rail-

road company why would they not also be equally qualified to represent our interests at the Conventions? The expense of conducting a Convention then would be many thousands of dollars less than with the present system. A General Chairman in going over the line could meet with many members in the different Divisions and discuss any proposed changes with them and would then go to the Convention fully informed as to the wants of the men he was to represent. Such a plan would be much more satisfactory than for a dozen delegates to go to represent the same men, each having different ideas or instructions from the various Divisions. Besides, the General Chairmen would, because of their being better posted than the others, be able to transact the business of the Convention in much less time and in a more satisfactory manner generally than is possible under the present plan of sending a delegate from each Division.

The Municipal Manager for cities is coming to be regarded as superior to the old aldermanic regime, and why can we not profit by this example and reduce the cost of remaining in the B. of L. E. to our Brothers on the extra board who are barely making a living? This would also reduce our Expulsion List, and thus permit many a Brother to remain in the grand old B. of L. E., enjoying all the honor and benefits that it affords, that many of them are unable to do for lack of means to meet their expenses.

LUTHER MOSS, Div. 523.

### Be Vigilant

LITTLE ROCK, ARK., May 1, 1917.

EDITOR JOURNAL: Our organization was born in the early '60's, during a time of great social and military upheaval. The infant of those days has withstood many hard knocks, but is at the present time in vigorous condition, yet it will require the utmost vigilance on our part to protect its interests during the war we are now entering, for if we don't look out, while our attention is engaged in winning the war some of the "special interests" may "put something over" on us.

While many of us held out for peace as

long as there was any hope for it, we have now "crossed the Rubicon," and there is no turning back in the fight for a new and progressive democracy of the world. When the fighting is over, and peace comes, we, and all the people of Europe, must not forget the experience of the people after the Napoleonic wars, as well as our own American revolution, which proved, that without industrial liberty, freedom of a religious or political nature is a mere mockery, and that industrial liberty must guarantee to every person a just share of the product of their industry. All that we need to get that, is an intelligent use of the ballot; and when I say that, I mean that this should apply to women as well as to men.

When this war ends it is likely there will be a big influx of immigrants into this country to escape the burden of war debt of some of the European countries, which will take a thousand years to pay if those debts are not repudiated. War always works a hardship on the working classes, as they must not only do most of the fighting, but must also pay most of the expense of the war through a tax on everything they consume. If the government conscripts the widow's son, who may be her only support, it should also conscript the wealth of the man who is too old for military service. There is no doubt though in my mind that we have at present men at the head of the labor organizations in this country, together with representatives at Washington, who are loyal enough, and capable enough to guard labor's interests in any emergency that may arise as a result of the great war.

Yours fraternally,

ROBT. HERIOT, Div. 182.

### A Prospect of Peace

CHICAGO, ILL., May 4, 1917.

EDITOR JOURNAL: A striking feature of the reports of the pro-railroad press on the late victory of the Brotherhoods in the manner in which it has tried, in the last extremity, to ignore the justice of the men's demands by saying the railroad companies' leaders were made to yield only through their lofty sense of national loyalty.

That claim, false on the face of it, may exert a pernicious influence in the dealings between the representatives of the men and the companies by which they are employed, even after the application of the eight hour regulation to existing schedules is effected.

The truth of the saying that "like breeds like" is most aptly illustrated in the firm cooperation of the four Brotherhoods as a result of that system of indifference of the railroads to the rights or welfares of the employees, and if the railroads do not recede from that position it will merely tend to further cement the ties of Brotherhood, and preserve a state of unrest among the workers that is inimical to industrial peace. If this is what the employers want, well and good, and it will be of their own making, but if they desire that the battle line of the men be broken, that those composing it lay aside the thoughts of industrial war, and turn their minds to other things for the betterment of the railroad service, it is the duty of the railroads to encourage that change by their manner of dealing with the men.

Yielding under what may be termed a moral protest, making a pretense of submitting to the conditions imposed by the Adamson law only on the grounds of loyalty to the nation will delay rather than hasten the restoring of that spirit of confidence and good will that should exist between the railroads and their employees for the betterment of all concerned.

### Timely Comment on Reduction of Delegates

GOODLAND, KAS., June 2, 1917.

EDITOR JOURNAL: It is pleasant to note that JOURNAL writers are considering the question of reducing representation, at conventions, and this feature should encourage those who favor the proposition, as it is nearly a certainty that all who study the situation from an unselfish standpoint will become adherents to the cause through conviction of benefits which may be derived. Perhaps the best plan of procedure has not yet been offered, but some who have closely studied conditions are of the opinion that the education gained by our General Chairmen, who,

coming in daily contact with intricate questions of law in settling grievances are particularly fitted to cope with matters which usually come before conventions, and should they be made the legal representative of their constituents, with instructions to attend a regular meeting of each Division, shortly before assembling in convention, it would afford a splendid opportunity for the expression of individual sentiment on anticipated action, and to all intents and purposes each Division, would have a direct representative, whether their membership consisted of 199 or less. It would be ungenerous to intimate that some exert more energy devising means of self election to the position of delegate than they do in studying the welfare of the Order, although arguments advanced by some who oppose a reduction of delegates might lead a reader to believe that such was the case. It has been stated that the Grand Chief acted unwisely in advocating the plan of paying delegates from the grand treasury, but since this procedure almost insures a delegate from each Division, it is hard to understand why those who oppose a reduction should criticize his action. It occurs to the writer that it is immaterial whether the pay is handed the delegate by his Division Secretary or comes via the grand treasury, since it originates from the same source.

Yours fraternally,  
J. L. BOYLE, Div. 422.

### Pension Laws

BUFFALO, N. Y., June 2, 1917.

EDITOR JOURNAL: On page 406, May JOURNAL, Bro. H. B. Evans says, "You do not have to be a member of the Pension Association for one year before receiving any benefits." He also says, "Any member of the Pension Association who has been declared a pensioner by the Board of Governors, who has paid dues for 60 months or less, shall receive a pension for the rest of his life, of \$25 per month." He also calls attention to Article 9, Section 2, to prove it.

The Brother is mistaken in the statement that "you don't have to be a member of the Pension Association for one

year before receiving any benefits, as some members believe."

The law of the Association, Article 5, Section 3, page 102, means exactly what it says: "No member of this Association shall receive a pension until he has been a member thereof for one year."

Article 9, Section 2, page 106, does not in any way conflict with the foregoing law, but deals merely with the amount of pension a member is entitled to, while Article 5, Section 3, page 102, fixes the time when a member may commence to receive benefits.

Yours truly,  
MEMBER.

### The Old-Time Boarding House

There we were served real buckwheat cakes.

And ham and eggs upon a platter;

Or sausages or sirloin steaks,

And if you ordered all, no matter;

And maple sirup, like a dream,

Was there in plenty on the table,

With butter that was made from cream,

And you might eat all you were able.

The coffee was as clear as wine

And fragrant too, beyond comparing;

The bread and cakes and pies were fine,

Each with the other honors sharing;

And comely maidens standing by

To serve your every want were trying.

And oft we'd try to catch their eye

For favor with each other vieing.

We've restaurants now, those homes are gone,

And with them everything I've mentioned;

The steaks seem to have grown upon

Some steers that should have long been pensioned;

We're still served something which they call

"Good coffee," and such brand is on it,

But like the steaks and cakes and all,

It's nothing but a fake, doggone it.

Instead of some neat comely lass

To serve you, some old railroad "rummy"

Who hasn't washed for days will pass

You chuck that looks almost as "bummy,"

Fair visions of the past we knew,

Crowd on my mind with force infinite.

And makes me feel if Gabriel blew,

I'd say, I'm ready, Gabe, this minute.

T. P. W.

### Some Things for the Young Engineer to Consider

BUFFALO, N. Y., May 6, 1917.

EDITOR JOURNAL: There are many reasons why every man who runs a locomotive should accept the invitation to join the Brotherhood of Locomotive Engineers, regardless of what his fraternal affilia-

tions are at the present time, and among these reasons are the following, which will, no doubt, appeal to every progressive man.

In the first place, young man, the Brotherhood invites you to become an equal partner with every other member of the oldest, the staunchest, as well as the largest institution of its kind in the world, and is willing to let you in on the ground floor so you may help make its laws and share its benefits equally with every other partner in the great concern. It invites you to become part owner and part manager of an institution which represents not only the prestige it has gained as a result of the accumulated effort and sacrifice of years of the very best minds that have ever engaged in the work of running locomotives, which is in itself an asset; but it also offers you an equal ownership in the great accumulation of wealth of the B. of L. E. made possible by the hearty co-operation of its members and the far-seeing wisdom of its leaders.

In foresight, perhaps, the highest quality of human wisdom is seen. Nothing of much importance in the affairs of man is procured without foresight, without preparation with a regard for the future. This commendable trait finds expression in various ways; in the one who serves an apprenticeship to learn a trade; in the building of a home and in the saving of a portion of one's earnings as well as in giving of our money and time, and effort to promote the welfare of the labor organization representing the particular class of labor we are employed in, and in line with this reasoning we request the young man to consider our offer to him to join the B. of L. E. and contribute by his effort and intelligence to the future welfare of the men of his craft. The B. of L. E. has accomplished much in the past, but its task is not yet completed, nor will it ever be, as the constantly changing conditions call for eternal vigilance, wise leadership, and power of organization.

Your future, as well as that of every other engineer, is dependent on the success of the B. of L. E. more than upon any other contingency; so it is a duty you owe to yourself to help make this organi-

zation as powerful as possible, that the greatest good may be gained for the present and the future engineer, and that means you.

JASON KELLEY.

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### Bros. M. L. Gladson and J. C. Miller Given Honorary Badges

ST. PAUL, MINN., June 3, 1917.

EDITOR JOURNAL: At our regular meeting today, June 3d, Bro. M. L. Gladson and J. C. Miller, were presented with honorary badges, and a nice letter to each from Grand Chief Stone.

While the veteran Brothers felt especially honored on this occasion, these marks of respect were regarded as an honor to all members of Div. 349.

Frat. yours,  
W. C. HELLER, S.-T. Div. 349.

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### The Power of Imagination

EDITOR JOURNAL: To illustrate the tricks imagination will play on us, at times, our genial First Grand Assistant Engineer, James C. Currie, submitted the following personal experience, while in a story-telling mood, during a recent visit to the Grand Office. We will let "Jim" tell it.

A good many years ago, when I was pulling the Continental Limited on the Pennsylvania Railroad, between Philadelphia and Jersey City, it happened one day that shortly after leaving Philadelphia our steam heat hose burst just back of the tender. Not being able to find an extra hose on the engine, and doubting the possibility of there being an extra one on the train, and not being especially eager to make the delay necessary to fix up the job anyway, I concluded to let the thing slide until need for action become more urgent, as a delay of even a few minutes meant much to that particular train. At the first stop, Newark, the head brakeman came running ahead, for the express purpose, I supposed, of registering a complaint of want of heat in the train, but he handed me a message which related to a wholly different matter, and just as he started back remarked, incidentally, that the conductor said to give the train about five pounds more

steam. I answered "all right," and pulled out for Jersey City. Upon arriving there, the conductor, in passing the engine, pleasantly bid me the time of day, as usual, also remarking that the run had been a smooth one. At that my curiosity asserted itself and I asked him about the heat in the train. He replied that it was a bit cool coming to Newark, but after getting the five pounds he asked for the train was quite comfortable. T. P. W.

### Banquet to Bro. Harry B. Ryan and Wife

NEW YORK CITY, May 20, 1917.

EDITOR JOURNAL: On March 25, 1917, Div. 589 gave a banquet and reception to Brother and Mrs. Harry B. Ryan, and in the presence of 60 members of Div. 589, B. of L. E., and Div. 351, G. I. A. to B. of L. E. and visiting Brothers from Divs. 77, 348, 783 and 145. Brother Ryan was presented with an Honorary Membership Badge and was proud of the honor. Everyone had a pleasant evening and are looking for the next Brother who will soon be entitled to an Honorary Badge.

Brother Ryan has also been retired on a pension by the New Haven Road, and has moved to Charlottetown, P. E. I., Canada, where we hope he and Mrs. Ryan may enjoy themselves in peace and comfort for many years to come.

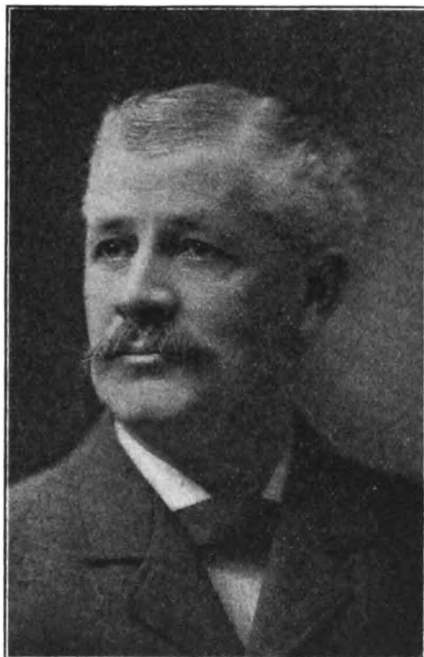
The following is a brief sketch of Brother Ryan's career as a railroad man: He went firing in the spring of 1869 on the C. B. & Q. At the end of six months he quit, went to St. Louis and hired out as an engineer on the St. Louis, Kansas City & Northern, but he remained there only a short time, going to the Union Pacific, which he helped to build, running a work train out of Laramie. He remained there for a year. He then went to Sacramento and applied for a job, but was told he was too young to run an engine over the Sierras.

He then went to Carson City, Nevada, ran an engine there on the V. & T. R. R. until 1877, and was initiated into the Wadsworth Division of the B. of L. E. in 1873. Afterwards he ran out of Denver and joined Div. 186 in 1879, going from there to the Southern Pacific. He

transferred to Div. 28, at Tucson, Ariz., going east from Majan on different divisions to El Paso, as fast as the road, then building, was turned over.

In 1882 he went to the New York & New England R. R., and while there helped to start Div. 205, at Hartford, Conn. Afterwards he joined Div. 61, and subsequently 439 at Boston. In 1891 he joined Div. 77, at New Haven, and finally transferred to John Henney Div. 589, New York City.

Very truly yours,  
A BROTHER.



Bro. Harry B. Ryan, Div. 589

### Record Meeting of Div. 71

PHILADELPHIA, PA., May 2, 1917.

EDITOR JOURNAL: Not many Divisions can boast of having four members who joined on the same day and have retained their membership continuously for 40 years, all receiving their Honorary Badges at the same time. Division 71 can claim this distinction.

These Brothers joined the B. of L. E. April 14, 1877. Three in Division 71 at Philadelphia, Pa., and one in Division 90 at Pottsville, Pa., and I am enclosing their pictures, together with that of Brother Wm. Hewitt, in a group, which many of



us hope to see printed in the JOURNAL. Brother Wm. Hewitt has held membership since 1870 and was presented with the Honorary Badge several years ago.

Following are letters written by these veterans telling of some of their experiences in railroad life. Fraternally,

JAMES MCKEANNEY, Div. 71.

BRO. M. F. LARKINS SAYS: I was born at Otisville, Orange County, N. Y., on the 13th day of November 1844. Our family came

the service of the company, and 451 of us quit the service.

My next railroading was on the St. Paul, Minneapolis & Manitoba R. R. I ran from Fergus Falls to St. Vincent. I was taken with chills and fever and had to leave that country, coming back East, where, after working for a while as a stationary engineer I went back on the Reading, remaining there until 1904, when I was compelled to quit on account of ill health, and have been out of service ever since.

I wish to express my deep gratitude to the officers of the Grand Division, also the members of Division 71, for the Badge of Honor.

Yours truly,

M. F. LARKINS, Div. 71.

BRO. JOSEPH L. ASHBRIDGE: I was born November 25, 1850, which makes me 67 years old. I began railroading when 17 years of age on the Philadelphia, Germantown & Norristown R. R., now the "Reading." This was in 1868. I was promoted in 1876 and ran on the Plymouth Branch, Conshohocken to Oreland. Peter Tamany hauled the freight train and I the passenger train, the only runs on the road at that time. I remained on that road until 1877, the time of the strike.

I joined the B. L. of E. in 1877, retaining my membership continuously up to the present day, and will continue as a loyal member as long as I live.

Fraternally yours,

J. L. ASHBRIDGE, Div. 71.

BRO. J. WILKINSON: I was born near Media, Delaware Co., Pa., Feb. 18, 1846. I worked in a factory until 18 years of age, then enlisted in Company K, 197th Regiment, P. V., and after the expiration of my term of enlistment, I reenlisted in the 213th Regiment, Company G. After the war was over I worked at various things until 1877, when I went braking on the Philadelphia & Reading, then became



HONORED MEMBERS OF DIV. 71

M. F. Larkins, Jos. L. Ashbridge, Jos. V. Wilkinson, W. J. Hewitt, W. Hackman.

to Schuylkill County in 1845. On the 11th of October, 1860, I enlisted in the 47th Pennsylvania Volunteers, and in 1862 come back to Philadelphia, going firing on the Reading for my brother Matthew on the old engine Antietam. I fired for him until 1868 when I was promoted, doing my first running on September 20th. I resigned shortly after and joined the U. S. Navy. I came back from the Navy in 1871 and got my old job back again on the Reading as fireman and extra engineer. I stayed there until 1877 when we received orders to give up the Brotherhood or quit

conductor, but afterwards went firing on passenger for our late Brother Gottwalls, and had just got promoted when an order came in April, 1877, from Franklin B. Gowen, president of the road, that all engineers who were members of the B. of L. E. must quit that organization or leave the service of the company. We left the road. I then got a job with the Pennsylvania Iron Works, running a shifter at Lancaster. I left there to go running on the Lomokin & Fort Deposit Railroad, and from there to running a stationary engine. My last work was as chief engineer of the Hotel Hanover, Philadelphia, and I remained there until about eight years ago, when I was stricken with rheumatism, since which time I have been unable to work.

Brother McKeaney asked me to come to a meeting on April 15, saying that I would likely meet some old friends there, and I met some of the old ones and made two or three hundred new ones. At that meeting, which I will never forget, I was presented with the honorary badge of membership in the Grand Division, an honor of which I am proud, as it proves I have been loyal to my fellow workmen, and as I have been also loyal to my country in time of need, I feel a pleasure in the knowledge that I have done the best I could and have been properly rewarded for it in the honors showered upon me at that meeting.

I hope that Division 71 will prosper, and that you will all live long to enjoy the great victory you have recently won.

Fraternally yours,

JOS. V. WILKINSON, Div. 71.

BRO. W. J. HEWITT: I was born on Sept. 8, 1846; began railroad work in the Reading shops in 1865, later going firing on the main line on the engine San Francisco. I was promoted in 1869 and joined Div. 71 in 1870, and lost out in 1877. In April, 1878, I received the appointment of engineer in the fire department and retired as a member of the department, but still held my membership in Div. 71, and rarely missed a meeting.

Fraternally yours,

WM. J. HEWITT, Div. 71.

BRO. W. HACKMAN: I was born in Germany on Nov. 16, 1851. I came to America

shortly after, and with my parents landed in New Orleans. From there we went to St. Louis, moving later to Burlington, Iowa, where I did my first railroading on the Burlington and Missouri River R. R., now the C. B. & Q. I started by braking on way freight between Burlington, Ill., and Ottumwa, Iowa, in 1869. In 1870 I quit there, coming East, and went braking on the Philadelphia & Reading R. R. for about three months, after which I went firing on the same road. I fired three years and was promoted to run extra, then the strike of '77 came and I, with many others, lost out there. I did not do any railroading after that for a few years but finally went firing again on the P. R. R., and after eighteen months got back running on the "Reading" and have remained there ever since, and am in active service at the present time.

Fraternally yours,

WM. HACKMAN, Div. 71.

### Railroad Men's Home

HIGHLAND PARK, ILL., June 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended May 31, 1917:

#### SUMMARY.

Grand Division, B. of L. E.	\$2537 62
Grand Lodge, B. of R. T.	3712 39
Grand Lodge B. of L. F. & E.	1890 51
Grand Division, O. R. C.	53 66
B. of R. T. Lodges	29 00
L. S. to B. of L. F. & E. Lodges	5 00
L. A. to O. R. C. Divisions	2 00
Conductors' Protective Assurance Company	20 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
C. W. Herbert, Div. 608, B. of R. T.	1 00
	\$8226 18

#### MISCELLANEOUS.

Quilt from Div. 432, G. I. A. to B. of L. E.  
Two quilts from Div. 546, G. I. A. to B. of L. E.  
Box of clothing and tobacco from Lodge 196, B. of R. T.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### God Bless the Dear Land of Our Birth

(A Fourth of July Song)

All hail the dear flag, that we love with a love  
That shall ever increase with each year!  
We rejoice as we look where its folds wave above,  
As new stars in its blue sky appear.  
Every star in its splendor is casting a ray  
That is felt by the nations of earth,  
And shall teach from their cradles our children to pray—  
"God bless the dear land of our birth."

Many long years ago we bravely stood forth  
And our flag to the heaven's unfurled;  
And today we're united, no South and no North,  
No better land in the whole world.  
We have cause to be proud of our land of the free,  
We are proud of our wealth and our worth,  
We are proud of our Washington, proud of our flag—  
God bless the dear land of our birth.

### The Day we Celebrate

The fourth day of July in each and every year commemorates the most remarkable event in the world's history.

It gave birth to the Declaration of Independence, which, for the first time in the world's history, enunciated the doctrine that all men were created free and equal, and had an inalienable right to life, liberty and the pursuit of happiness. To the Americans of today, this statement is such a matter of fact that it is difficult to realize that it was ever disputed. But it was, by all rulers and a great many of the ruled. Kings, queens and the nobility seriously maintained that one class of people—the vast majority—were expressly created to work for and support the ruling class—a small minority—and that the common people had no rights except those given them by their rulers.

For ages and ages the common people practically had no rights. The Declaration of Independence brushed aside all these old traditions, and boldly declared that the right to govern rested on the consent of those who were governed. Never was there a more momentous act, and it was a solemn occasion to the signers.

It was a bold stroke. It was throwing the gauntlet at the feet of kings; yet, even in lands where kings ruled, men came forward to say that the document signed in Philadelphia was inspired.

The reception of the Declaration by the Colonies and the world at large must have been gratifying to those who had placed their names upon the immortal document. Buckle, the historian, wrote: "Their Declaration ought to be hung up in the nursery of every king and blazoned on the porch of every royal palace."

The young and ambitious Marquis Lafayette exclaimed when he heard of the signing, "I will yet live to fight by the side of Washington," and he did. Nothing but the Declaration drew from Lord Chatham the famous sentence: "If I were an American as I am an Englishman, while a foreign troop was landed in my country I would never lay down my arms, never!" In nearly every country in Europe Madison's sentiment, "It is the will of the people composing one nation," was indorsed. Walter Savage Landor declared that America was never so great as on the day she declared her independ-

ence. Napoleon said of it, simply but eloquently, "The finger of God was there." The men who wrote and signed it were covered with honor and their names were heralded to every corner of the earth. Time has not dimmed the greatness of the Declaration of Independence. It has become the textbook for the oppressed of many nations. It stands out among the great documents of the past, and has no rival. It is a singular fact that where the Declaration was expected to receive the harshest criticism, it received its greatest praise, and today it is regarded by Englishmen as a paper sublime in its language, if not inspired.

When the infant colonies were struggling for independence it was the general belief of the outside world that they would fail in their efforts. But the colonies struggled on, and eventually, with some help from France, secured their independence.

Contrary to predictions this republic is now on its second century and the great-estone of ancient or modern times. Doubtless before we celebrate our 200th anniversary there will be other great republics to keep us company, so let us celebrate the coming 4th of July in a spirit of patriotism not unmingled with solemnity, because of the fact that this great republic has allied herself on the side of right, to fight for the cause of liberty and humanity, and may our people show to the world that we inherit the spirit of our brave ancestors, who through great suffering and privation preserved to us this nation of which we are so proud. In some way which we do not now understand, God's hand is in this conflict, and we will believe that right is might and will prevail.

MARY E. CASSELL.

### Girls of Lapland

BY HORACE E. BENNETT

Lapp girls are nature's own children; born and nurtured amidst her wildest solitudes, where shepherd never piped to his flock, nor plowboy ever whistled as he furrowed the stony land. Now wandering over altitudes where snow-fields and snow-flecks defy the summer's heat; where the eagle soars and the wolf prowls,

and the bear lurks under the birch woods which hang upon their lower skirts; now camping by the side of a lonely tarn, or crossing a wide and dreary morassy plateau; and now descending to vast forests of darksome pine, through which the cataract plunges and rushes with a thundering roar.

These daughters of the sterile Northland are seldom beautiful, although many are passably good-looking and some really pretty, especially when set off by the quaint holiday dress.

They have often bright, vivacious eyes, and their step is quick and elastic. But, alas, for the Lapp girls! under the influence of a hard climate, toil and smoke, they soon grow old and combine ugliness with an aspect of sordid indifference.

To see Lapp girls in their full bloom, they must not be sought in their smoky tents or with the herd on the mountain in greasy, tattered oilskin tunics, with disheveled hair. They should be seen by one of the small, solitary chapels, scattered widely apart in the upper valleys of the wilderness where once or twice a year the pastor comes to conduct religious services.

On such occasions all appear in holiday garments, which differ from the ordinary dress only in costliness of material and ornamentation. It consists for the girls, as well as the older women, of a tunic-shaped coat of fine woolen cloth with long sleeves, extending from the neck nearly to the ankles; open in front from the neck to near the waist, where it is clasped by an embroidered or silver-embossed belt.

The favorite colors are black, light and dark blue and light green; but whatever the color, the dress is always edged with stripes of some contrasting colors, scarlet, green, yellow and white.

Trousers are worn by both sexes, the men's of thin leather, the women's of fine cloth.

The shoe is of stout leather, its sole, without heel, stitched to the upper part along the sides of the foot, and terminating at the toes with a sharp, upturned peak. In lieu of stockings, the foot is enveloped in soft, dried grass, extending over the ankles and overlapping the

trousers, around which it is tightly closed by coils of a broad, worsted band in particular colors.

Hats and caps are of cloth, with very little distinction. The girls mostly wear their hair in two long plaits, each terminated with a string of beads and a variegated tassel.

From the belt hang sundry useful articles and ornaments—knife, scissors, needle-case of reindeer's horn, strips of colored leather, small brass rings and silver balls, and, on holiday occasions, a small, bead-embroidered pocket or purse, containing a silver spoon, richly engraved, and hung with small rings of frosted silver.

Such is the summer holiday dress. In the winter the maiden is robed from head to foot in the shaggy skin of the reindeer. Thus mantled, with furry cap, big, heavy mittens and hairy shoes, she can defy the winter's storms and the cold which sometimes congeals mercury.

Lapp girls, rich and poor, take part in tending the herd and milking. They are also good seamstresses, making their own dresses and doing all the tailoring for the men.

They also plait, or weave in a small hand-frame, shoe bands and belts; and even shoemaking is not beyond their skill.

The more delicate art of embroidery is also known to them; and on winter evenings especially, while the man is perhaps making or carving horn spoons with a knife, or interweaving fine basket-work of spruce tree roots, the girls and women, it is likely, are as busily engaged embroidering belts, stomachers, collars, gloves and purses, with thread, worsted, small beads or fine tinwire.

Lapp girls are eligible for wives at 16 or 17 years of age, and the young men prepare to marry as soon as they can slaughter a reindeer and set up a tent.

The young people visit each other unrestrictedly in the tents, and indulge in much merriment and lively talk.

When a young man begins his matrimonial advances, he does so at first jestingly, and, if the signs are favorable, he then pays a ceremonious visit to the girl's parents, accompanied with numerous relations, himself the last in the procession.

On arriving at the tent or hut, he either remains outside or keeps quite passive within. The girl also, if present, is equally mute, and appears totally unconcerned; but more frequently, at sight of the company, she hastens to some hiding place or among the reindeer.

Business is begun by one of the relatives who has been chosen to take the part of chief speaker or pleader; and while he is advocating the suitor's cause with the girl's father and mother, the others seek to enlist in his favor the rest of the family, plying them with commendations and adulations in prose and verse.

At this stage of the proceedings, the suitor's gifts are displayed.

Usually they consist of silver articles, such as spoons, drinking cups, rings and clasps; also, money and household utensils may be added, together with the proffer of reindeer.

Persuasive gifts are also presented to the relatives of the bride; the entire presentations being often of considerable value when both parties are rich.

When the parents have been satisfied, the bride, if out, is sent for by some friend, to whom the suitor's mother makes a present to secure her good word; and on arriving, after meekly expressing submission to the will of father and mother, the obedient daughter receives and scrutinizes her gifts, and if not to her liking and expectation, showing dissatisfaction till they are rendered more consonant with her desires.

She is then betrothed with a ring and spoon, both of ancient form; and the affair being so far brought to a fortunate conclusion, all shake hands, speeches are made, provisions brought by the guests are set out, servers are appointed, and a betrothal feast is held.

When that is over, all seek rest; and after a breakfast next day, the successful wooer and his retinue return to their tents.

Marriage is celebrated in accordance with the ritual of the Lutheran Church, to which the Lapps of Sweden and Norway, in common with the Scandinavians, belong. As in the case of country bridals of the dominant race in parts where the old customs are still retained, there is no

lack, at a Lapp marriage, of rustic pomp.

The young bride is quite resplendent. Upon her head is a small, glittering crown, surmounting a wreath, or mass rather, of artificial flowers, glowing with the gayest of tints. A silver-gilt belt encircles her waist, and above it the whole bust is covered with silver-gilt ornaments, large and small, in various leafy, floral and other forms, set upon scarlet cloth edged with lace, and most of them hanging loosely, so that they quiver and glitter as the united couple walk slowly between admiring spectators from the altar down the aisle.

The bridegroom wears a Lapp coat of the usual form, edged with scarlet, and with high, stiff, upright collar, lined with scarlet cloth; but above the belt it is opened usually wide to display a white shirt front, and the white handkerchief around his neck. It is moreover adorned with a large bouquet of artificial red roses, rivaling those of his bride. The bridesmaids and groomsmen are little inferior, in dress and adornment, to the bride and groom.

When standing at the altar, and during the festivities which succeed the ceremony, the bride must appear very shy and bashful. If she should show signs of happiness or satisfaction, her married life, she believes, would not be fortunate.

The wedding feast is held at the home of the bride's parents; but provisions are contributed to it by the guests. The Lapps in general are by nature a lively, effusive people, and when the substantial part of the entertainment has been disposed of, it is often succeeded by no small measure of merriment, talk, playing and dancing.

The young couple remain a year with the bride's father, grazing their herd along with his. At the termination of this period they remove to a hut or tent of their own, taking with them all their property, consisting of reindeer, partly given in dowry, household articles, provisions and sundry bridal gifts presented by the younger members of the family and friends. Thenceforward the bride has quite passed away from Lapp girls, and is an active, vigilant and industrious Lapp wife, in her breezy mountain home.

### Battle Hymn of the Republic

Mine eyes have seen the glory of the coming of the  
Lord;

He is tramping out the vintage where the grapes  
of wrath are stored;

He hath loosed the fateful lightning of His terrible  
quick sword;

His truth is marching on.

I have seen Him in the watchfires of a hundred cir-  
cling camps;

They have builded Him an altar in the evening  
dews and damps;

I have read His righteous sentence by the dim and  
flaring lamps;

His day is marching on.

I have read a fiery gospel, writ in burnished rows  
of steel,

"As ye deal with my contempters, so with you my  
grace shall deal."

Let the Hero born of woman, crush the serpent  
with His heel,

Since God is marching on.

He has sounded forth the trumpet that shall never  
call retreat;

He is sifting out the hearts of men before His judg-  
ment seat.

Oh, be swift, my soul, to answer Him! Be jubilant  
my feet!

Our God is marching on.

In the beauty of the lilies Christ was born across  
the sea,

With a glory in His bosom that transfigures you  
and me;

As he died to make men holy, let us die to make  
men free,

While God is marching on.

—Julia Ward Howe.

### Write to Mother

Some few days ago I saw a white-haired mother go up to the window at the postoffice and ask for her mail. There was a tremor of expectancy in her voice. The lady at the window looked through a great pack of letters and then said, politely and with a smile, "Nothing for you." The old gray-haired mother turned slowly and sadly wended her way out through the storm doors, into the cold world, and to the fireside of the old home.

Here I get out of the word picture, but to a neighbor who called on her she said, "I guess Willie is too busy to write." Good old mother, always hopeful.

Again I heard of this mother and again and again she went to the postoffice for two long weeks, sometimes I saw her, and at last the letter came.

When it was handed her the faded eyes

sparkled and joy lit up the careworn face as she tore open the letter. It was a brief one but it told her what she wanted to know. Willie was well and getting along all right.

There was happiness in mother's heart that day and she hummed an old song of her childhood hours as she went about her humble home.

Willie finds only time to write a few lines to mother about once in two months. But he has plenty of time to write three or four long letters to girls of his choice, or fancy, several times a week. If mother is so happy over receiving a few brief lines every two months, how would it be if Willie could find time to write her a long letter once a month and occasionally send her a few flowers, a box of sweetmeats, or some little keepsake.

Willie does not mean it, but he is so careless. So are many of the boys when mother is the issue, with the long hours and silent tears because of it.

Boys—it doesn't make any difference how old you are, you are always a boy to mother—just drop a line to mother once in a while, she is your one great friend, she is with you always, long after the rest of the world has turned you down, there's mother. —*Beverly Dispatch*.

### How Habits Help and Hinder

Many a youth has been hampered because of peculiarities which he has allowed to creep into his personality or manner, which, if realized by himself, had he only been taught the secret of habit-forming, he could have corrected.

Young people do not easily realize how much a pleasant and agreeable manner has to do with success. Everybody likes to be surrounded by agreeable people, of pleasant manners, not by those who are gruff, uncouth, peculiar and disagreeable. We are all looking for sunshine and harmony in this world.

Even commanding ability will not always counterbalance disagreeable peculiarities. Young men and women often wonder why they lose their situations when they have a good education, ability and valuable experience.

It is very often due to some striking

peculiarity or unpleasant mannerism, which the employer does not like to speak about, and he finds some other excuse for filling the position with a more agreeable person. Employers do not like to have morose or gloomy people about them. They like bright, cheerful, buoyant, sunshiny natures, that look toward the light. Sarcastic, ironical employees, who are always insinuating, finding fault and making innuendoes, are never popular. Stubborn, obstinate, self-willed people, who always want their own way, and are selfish about everything, are not wanted.

The overbold, the egotistical—those who are always bragging about what they have done and can do—are also not in favor with employers. The tattlers, those who are always meddling and making mischief among employees, and those who are always complaining, are among the people who never get on. —*Success*.

### Hail, Columbia!

Although Francis Scott Key's "Star Spangled Banner" is generally accepted as the national anthem of the United States, there are those who prefer the sturdy American spirit which breathes in the first of the republic's great patriotic songs, Joseph Hopkinson's "Hail, Columbia!" The latter was composed in 1798, sixteen years before "The Star Spangled Banner," and it was considered the national anthem for years after Key's song was written.

"Hail, Columbia!" was first sung in public at a benefit given at the Chestnut street theatre in Philadelphia for a young actor and singer named Fox. This affair was staged April 25, 1798, about 119 years ago. Joseph Hopkinson, the author, was a Philadelphia lawyer, the son of Francis Hopkinson, also a distinguished lawyer and jurist. The father gained fame as a poet by writing "The Battle of the Kegs," and the son inherited his poetic gifts.

In an answer to an appeal from Fox for a song to be sung at his benefit, Mr. Hopkinson wrote "Hail, Columbia!" It was received with great enthusiasm, and soon spread over the whole country. The air was that of the "President's March," then very popular.

### Golden Wedding Celebration

Sister and Bro. Owen Hughes gave a most enjoyable reception at their home in Abbotsford, Wis., on May 29th, the occasion being the observance of their 50th wedding anniversary, which took place in Wales, May 29, 1867.

Their fine home was beautifully decorated with flowers, the color plan of gold being well carried out.

Their friends, of whom they have a host, greeted them with congratulations and best wishes.

The entertainment consisted of social converse and music, not the least of the features which added to the pleasures of the evening was a song by Mr. and Mrs. Hughes and a recitation by Mr. Hughes, both given in the Welsh language.

Several out of town guests from Chicago, Chippewa Falls, Minneapolis and Stevens Point were present.

Numerous valuable presents were given the couple as tokens of the love and esteem in which they are held. Elegant refreshments were served and it was a late hour when Mr. and Mrs. Hughes received the final congratulations and wishes of their friends that they may enjoy many more anniversaries of their wedding day.

Brother and Sister Hughes are well known in railroad circles. Brother Hughes was employed for many years as engineer on the Wisconsin Central R. R. but retired several years ago. Sister Hughes is a well known and earnest worker in the G. I. A. and is President of Div. 175.

"And here's a hand, my trusty friends,  
And give 's a hand o' thine;  
We'll take a cup o' kindness yet,  
For Auld Lang Syne."

J. J., Sec.

### Silver Anniversary

The members of Div. 207, Montgomery, Ala., met at the home of their Secretary, Sister Baugher, on May 4th to celebrate their Silver Anniversary.

We invited the Sisters and Brothers of the O. R. C., and were gratified to have so many of them with us. The guests were met at the door by the committee

and requested to register in our guest book.

The house was decorated with the national colors. Smilax and asparagus ferns were used in profusion with quantities of carnations.

Sister Wright in a few words gave all a hearty welcome and asked that all sadness be laid aside for this one evening, as we were now 25 years young and should be joyful.

Sister Morgan, one of the charter members, gave a splendid talk as to what the Order stands for, and this talk was responded to by Brother Leach, C. E. of Div. 332, who told us that he was proud to be present and hoped that we would all live to celebrate the Golden Anniversary. He then presented us with 25 new silver dollars, the gift from his Division.

Sister Dunn, President of the L. A. to O. R. C., is a most gifted speaker and was called upon for remarks; she responded and presented our Division with a silver ladle, with the compliments and love of the O. R. C. Sisters.

Brother Wicker then paid his respects, and in impressive words told us how pleased he was to see the two women's Orders so friendly and expressed the hope that they would get together often. He also extended a gift of 25 silver dollars from Div. 495.

Our President was so overcome that she asked Sister Spruell to respond to these gifts for her.

Sisters Ash and Wilson from Mobile added to the enjoyment of the occasion.

Music by Misses Bourne and Rollins was appreciated. Patriotic songs were sung and refreshments served and all who were present expressed their pleasure and hope that we may all be together another year.

INS. SEC. DIV. 207.

### A Daring Feat

Snooks was one of those conceited, make-believe, bold hunters, and was always spinning his yarns about his experiences in Africa, and he generally wound up by saying he never yet saw a lion he feared. One night, after he had finished yarning, he was a little taken aback by one of his audience, who said:



"That's nothing. I have lain down and actually slept among lions in their wild, natural state."

"I don't believe that. I'm no fool," said the bold hunter.

"It's the truth, though."

"You slept among lions in their wild, natural state?"

"Yes, I certainly did."

"Can you prove it? Were they African?"

"Well, not exactly African lions. They were dandelions."

### Accuracy

Irate Father—It's astonishing, Richard, how much money you need.

Son—I don't need it, father; it's the hotel keepers, the tailors and the taxicab men. —*Tit-Bits*.

### A Punster of the Woods

"You'll have to come off," said the autumn wind to the maple leaf.

"All right, I am red," the leaf answered. —*Boston Transcript*.

### No Doubt There

"You can't judge by appearances, you know."

"You can jolly well judge the presence of submarines by their appearance." —*Boston Transcript*.

### No Money in It

Even a dentist doesn't care to look into the jaws of death. —*Boston Transcript*.

### Curious Wills

A writer in *Cassell's Magazine* has resurrected a batch of curious wills.

John Reed, the gaslighter of the Walnut Street Theater in Philadelphia, willed that his head be taken from his body, and the skull be duly prepared and employed to represent Yorick in the play of Hamlet.

A man named Furstone left \$35,000 to any man legitimately bearing the name of Furstone, who would find and marry a female Furstone. The man and the woman were found.

A Scotchman left to each of his daughters her weight in one-pound notes. One got \$250,000; the other, \$235,000.

A New York man willed that his 71 pairs of trousers should be sold at auction for the benefit of the poor, and that they should in no way be meddled with or examined before the sale, and that no person should be allowed to buy more than one pair. The 71 pairs, it is said, were duly sold to 71 different purchasers, and each one found \$1,000 in the pockets of his purchase.

A miserly fellow was making his will.

"How is this?" said the lawyer. "You leave all to strangers, when you have relatives—a nephew—"

"My nephew is a good-for-nothing, a spendthrift, a pauper—"

"Oh, dear, no! Since you last saw him, he has made a large fortune."

"Indeed! In that case I make him absolutely my heir!"

### Back to the Land

BY BERTON BRALEY

There are too many "dreamers and thinkers"

And not enough tillers of soil,

There are too many eaters and drinkers

Who use up the products of toil,

There are too many boosters and boomers

With manners too easy and bland,

We're cursed with too many consumers

Who ought to go back to the land.

There are too many getters and takers

And not enough men who produce

There are too many broad rolling acres,

Untouched and untilled—out of use;

We stick where the grime and the grit is

And the streets with the poor are a-swarm,

We're crowded too much into cities

We ought to go back to the farm.

We've got to be workers and plowers

Who sweat in the field like true men,

We've got to make use of our powers

To make the land blossom again;

What, me? On a farm? And to STAY there?

Well, not for a bundle of pelf!

I was trying to show you the way there,

But I'll stick in the city, myself!

### When Lincoln Was Elected

Perhaps one of the most characteristic of the Lincoln anecdotes may be revived with timeliness. On the night of his first election the little "frame" home of the Lincolns in Springfield, Ill., was thronged

with eager neighbors and friends. Reports for awhile came in early and favorably. Then they were less promising. Mrs. Lincoln had been by her husband's side all day. He now insisted that she retire. The crowd dwindled. Then came the news that New York was safe. Then the news that Lincoln had carried the country. The rest of the story will be better told by that great man himself. "When there was no longer any doubt, or reason for doubt," he related afterwards, "I went up to my bedroom and found my wife asleep. I gently touched her shoulder and said, 'Mary!' She made no answer. I spoke again a little louder, saying, 'Mary! Mary! we are elected!'" — *Christian Science Monitor*.

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### Lost on the Voyage

Stranger: "I noticed you advertised for a man to retail imported canaries."

Proprietor of Bird Store: "Do you want the job?"

Stranger: "No, I merely was curious to learn how the canaries lost their tails." — *The Press*.

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### Physiology

School Teacher: "What little boy can tell me where is the home of the swallow?"

Arthur: "Please teacher, I ken."

Teacher: "Well, Arthur?"

Arthur: "The home of the swallow is in the stummick." — *S. C. Clarke, Rhode Island*.

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### Virginia States Meeting

The Virginia and West Virginia states held an all day meeting in Martinsburg, W. Va., on May 15th, with Elizabeth K. Fitzgerald Div. 111. We had the pleasure of having with us Sister Cassell, Grand Vice President, and Sister Garrett, Grand Guide.

As this was Div. 111's regular meeting day, the meeting was opened by President of Div. 111; the morning session was taken up with the work, and at 12 o'clock all adjourned for lunch.

The Virginia and West Virginia states meeting opened at 1:15 p. m. by the

President, Sister Ross. We had quite a number of visiting Sisters with us from Hagerstown, Washington and Baltimore. Sister Cassell gave us such an interesting talk for the good of the Order, which was very instructive and enjoyed by every one. Also Sister Garrett gave us an interesting address.

The next meeting will be in September, with Alleghany Div. 397, Clifton Forge, Va. After the meeting closed we all went to the Y. M. C. A building, where 6 o'clock dinner was served, and it was enjoyed by every one; at 7:30 we returned to the Hall, and had a lovely musical entertainment, and another grand talk on insurance by our Grand Vice President.

Brother Fauver, of Div. 352, gave us an excellent address, and in behalf of Div. 111 presented Sisters Cassell and Garrett with a token of their remembrance, both responding in a charming manner.

Refreshments consisting of punch, cream and cake were served.

MEMBER OF DIV. 68.

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### Division News

THE union meeting of the G. I. A. to the B. of L. E. held in the I. O. O. F. Hall, Connellsville, Pa., on April 25, 1917, with members of Div. 70 as hosts, was one of the largest and most successful of the kind held in recent years.

Thirteen Divisions were well represented.

Sister George Wilson, President V. R. A., whom we expected to be with us, could not attend, which was a great disappointment to all.

Mrs. F. T. Robinson, President of the local Division, presided.

Officers of the different Divisions were appointed to do the floor work.

At the morning session four new members were initiated, and at noon the meeting adjourned.

The ladies of the First Baptist Church served an excellent chicken dinner, after which the afternoon session was taken up.

First the grab bag drill was given with prizes for the highest and lowest numbers, which were won by Mrs. C. E. Stacy, of Freedom, Pa., and Mrs. E. E.

Beggs, of Cumberland, Md. Proceeds of the drill was for the Silver Anniversary Fund.

A quilt made by the ladies of Div. 70, was chanced off, and was won by Harry Farmer, of Sand Patch.

The members of Div. 70 feel well repaid for their work. The meeting closed with prayer and singing "God be with you until we meet again." SEC.

ON MAY 2, Long Island Div. 272 celebrated their 15th anniversary and invited the Sister Divisions in New York, Brooklyn and New Jersey, and a large number responded.

There was a fishing pond, a grab bag and a gum drop chewing contest. The winner in chewing the string and getting the gum drop in her mouth first received a very pretty hand embroidered towel, the second a dresser scarf and the third a booby prize.

This created considerable merriment after which all repaired to the banquet hall where sandwiches, cake and coffee were served.

Sister Torbell, as the first Secretary, presented to Sister Kniffing, our first President, in behalf of the members of the Division, a very beautiful cut glass toilet set, for her faithful attendance and untiring interest in the Division.

The Sister responded and expressed her appreciation of the gift and said her faithful work was because her heart was in the Order and she intended to work for its good and best interest as long as our Supreme Ruler gave her health and strength to do so.

Miss Mabel Kniffing and Miss Anna Mason then favored us with several piano and violin selections, after which those who felt inclined indulged in dancing, and a very pleasant afternoon was spent, and ended in twelve of the mothers and some of them grandmothers, dancing a Virginia reel, Sister Bulwinkle kindly presiding at the piano. SECRETARY.

DURING the past winter Div. 469, Calgary, Can., has held a series of card parties for the benefit of the "Prisoners of War."

A most enjoyable one was held after

the evening meeting of May 28. The Brothers were invited, also friends of the Sisters of the Division. Progressive 500 was played, the honors going to Sister Lyons and Mr. Campbell, and the consolation prize to Sister Elliot and Mr. Dodd. A dainty luncheon was served, terminating a most enjoyable evening.

SECRETARY.

DIVISION 557, Princeton, W. Va., celebrated their first anniversary May 4, 1917. This being the first occasion of this kind all members had looked forward to it with great pleasure, and not a single one was disappointed.

Our President called the meeting to order, and gave a splendid talk as to the work that had been accomplished, and our plans for greater work in the future. This was responded to by several of the Brothers, giving praise to the G. I. A.

After a number of drills were given, a musical program was rendered, which was thoroughly enjoyed by all.

Last but not least was the excellent lunch which was served, and all went home wishing Div. 557 many happy returns of the day. COMMITTEE.

ON the 24th of May, Mrs. I. H. Steddon entertained Div. 551, Oskaloosa, Ia., in honor of her birthday. Twenty-five ladies were present and during the afternoon a Red Cross Auxiliary was formed with 20 members to start with. They are to meet every Wednesday for work.

Refreshments were served and all reported a good time.

MRS. GEO. COOVER.

THE presence of five Grand Officers of the G. I. A. to the B. of L. E. and the V. R. A., were in Cedar Rapids, Ia., recently attending a convention, and it was the occasion of giving several parties in their honor, by Div. 51, G. I. A.

A dinner was given at the Hotel Montrose, with covers laid for fourteen. The table was beautifully decorated with pink carnations, white rosebuds and ferns.

On the place cards were shown the picture of a miniature train and attached to the card was a tiny souvenir American flag.

The honored guests were Mrs. Geo. Wilson, Pres. V. R. A.; Mrs. Jennie E. Boomer, Sec.-Treas., V. R. A.; Mrs. J. D. Pettingill, Trustee of V. R. A.; Mrs. J. M. Mains, A. G. V. P., and Mrs. F. A. Kinch, Grand Organizer. A MEMBER.

OUR former Secretary, Sister Densmore, Vancouver, Wash., having moved to another division of the road, our President appointed a committee to inform all members that we were going to make her a little visit, and for all those that could go, to prepare a lunch.

Seventeen members responded, and after a two and one-half hour ride, we were met by Sister Densmore and escorted to her home, where tables were already spread and coffee prepared.

We had a fine lunch and a jolly time was enjoyed by all, even to the six little ones that accompanied their mothers.

It was planned to have a similar affair on another member soon.

#### SEC. DIV. 544.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., July 1, 1917.

*To Division Insurance Secretaries, V. R. A.:*

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than June 30, 1917.

#### SERIES A

##### ASSESSMENT No. 321

Richmond Hill, L. I., May 9, 1917, of dilatation of heart, Sister Addie Staples, of Div. 272, aged 52 years. Carried one certificate, dated Oct. 27, 1902, payable to Harry Staples, husband.

##### ASSESSMENT No. 322

Philadelphia, Pa., May 10, 1917, of pneumonia, Sister Maud Van Hart, of Div. 253, aged 40 years. Carried one certificate, dated Jan., 1916, payable to Wm. Van Hart, husband.

##### ASSESSMENT No. 323

Logansport, Ind., May 14, 1917, of diabetes, Sister Mary Reeves, of Div. 4, aged 67 years. Carried one certificate, dated Aug., 1897, payable to children.

##### ASSESSMENT No. 324

Jackson, Tenn., May 15, 1917, of apoplexy, Sister Rose Smalley, of Div. 188, aged 66 years. Carried one certificate, dated Feb., 1896, payable to self.

##### ASSESSMENT No. 325

Chicago, Ill., May 17, 1917, of suicide, Sister Ellen McCreary, of Div. 1, aged 48 years. Carried one certificate, dated Oct., 1913, payable to Jonas McCreary, husband.

##### ASSESSMENT No. 326

Bellaire, O., May 17, 1917, of cancer, Sister Emma Krebs, of Div. 542, aged 62 years. Carried one certificate, dated June, 1903, payable to John Krebs, husband.

##### ASSESSMENT No. 327

Columbus, O., May 21, 1917, of diabetes and septiemia, Sister Lillie Enright, of Div. 52, aged 60 years. Carried one certificate, dated Nov., 1906, payable to Patrick Enright, husband.

##### ASSESSMENT No. 328

Middleport, O., May 22, 1917, of pernicious anaemia, Sister Roena Lynch, of Div. 370, aged 46 years. Carried two certificates, dated Nov., 1915, payable to Wm. P. Lynch, husband.

##### ASSESSMENT No. 329

Atlanta, Ga., May 24, 1917, of apoplexy, Sister Inda M. Jackson, of Div. 21, aged 60 years. Carried one certificate, dated March, 1907, payable to Div. 21 for dues and assessments, balance to Alfred Jackson, husband, and lawful heirs.

##### ASSESSMENT No. 330

Altoona, Pa., May 23, 1917, of gallstones, Sister Mary Parks, of Div. 64, aged 48 years. Carried two certificates, dated March, 1911, payable to Chas. Parks, husband and children.

##### ASSESSMENT No. 331

Kansas City, Mo., May 26, 1917, of Bright's disease, Sister H. E. Garnett, of Div. 148, aged 66 years. Carried two certificates, dated April, 1896, payable to Kate Eckley, sister-in-law.

##### ASSESSMENT No. 332

Kansas City, Kansas, May 27, 1917, of cancer, Sister Agnes Denison, of Div. 150, aged 47 years. Carried two certificates, dated Sept., 1903, payable to John Denison, husband; Marie, Edith and Frances Denison, daughters.

##### ASSESSMENT No. 333

Chicago, Ill., May 31, 1917, of nephritis, Sister Mary Daniels, of Div. 1, aged 66 years. Carried two certificates, dated May, 1900, payable to George, William, John Daniels, sons; Mrs. Annie Samuelson, daughter.

Members will pay their Insurance Secretaries on or before July 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 272A and 273A—11,907 in the first class, and 6,331 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### BRAKE-PIPE REDUCTION AFTER STOP IS COMPLETED

**Q.** The mechanical department of our road recently posted a bulletin relative to braking freight trains, which in part reads as follows: The stop should be made with one application of from seven to ten pounds reduction; and after stop is completed the brake-pipe pressure should be reduced sufficiently to cause a full service application. Now what I do not understand is, why we are required to make a reduction after the train has come to a stop. This looks to me like a waste of air, as I can see nothing to be gained by the last reduction, and simply means a delay in recharging the train.

R. G. L.

**A.** Successful braking of trains does not lie alone in the application of the brake, but also in being able to release all brakes when desired. Experience has taught us that the nearer the auxiliary reservoir pressure is to the maximum brake-pipe pressure carried, the more difficult it is to move the triple valves to release position. Therefore it may be said that this last reduction is made for the sole purpose of insuring a complete release of the brakes.

#### WHEEL SLIDING

**Q.** I am running an engine in passenger service, and here recently was called to account for flattening the wheels of the smoking car, which was the third car in the train. I was told that the wheels were slid on account of my method of braking. Now, while I don't profess to know it all, yet, my knowledge of the air brake tells me that if the trouble was due to my method of braking, the wheels on all cars should have slid, as I know of no way that an engineer can set the brake harder on one car than another. Therefore, I am going to ask the JOURNAL to explain why the wheels can be slid on one

car in the train and not on all others; and in what way is the engineer responsible for the wheels on this one car sliding; and if he be responsible, what method of braking would you suggest to overcome the trouble?

RUNNER.

**A.** For wheels to slide it is necessary that the friction between the brake shoes and wheels be greater than the friction between the wheels and the rails. The frictional force between the wheel and rail tends toward keeping the wheel rotating; while the frictional force between the brake shoe and wheel offers a retarding effect to rotation.

The frictional force between the wheel and rail depends upon the weight carried by the wheel and the coefficient of friction between the wheel and rail. The frictional force between the brake shoe and wheel depends upon the pressure exerted on the brake shoe, and on the coefficient of friction between the shoe and wheel. From this it will be seen that the amount of braking power which can be applied to a car wheel, without causing it to slide, depends upon two things: First, the frictional force between the wheel and rail. Second, the frictional force between the brake shoe and wheel. Now, for the wheel to slide on this car, it means, that through some cause the frictional force between the brake shoes and wheels became greater than the frictional force between the wheels and rail; and this may have been caused by improper brake design, such as auxiliary reservoir not proper size, or brake leverage ratio too high.

Now while this may have been the cause for the wheels sliding, more than likely the true cause was due to unequal braking power of the different cars in the train, due to unequal piston travel. What is meant by unequal braking power is, that the retarding force, the force that brings the train to a standstill, is not the same on different cars in the train.

A retardation is therefore set up by the higher braked cars tending to stop them much quicker than the lower braked cars, and if this retardation becomes sufficiently great the wheels on the higher braked cars will slide. It might be well to state

here that the fault was not with the higher braked cars, but rather with the lower braked cars on which the brakes were not doing as much in proportion to their load as were those on the higher braked cars, and this resulted in a run-in or out of the slack of the train, giving a jerk or push to the car or cars having the higher brake power, causing these cars to momentarily move at a higher speed than that for which their wheels were rotating, resulting in wheels sliding; and wheels once sliding will continue to slide until the brake is released. Piston travel is such a factor in brake operation that its variation varies every operation of the brake, as far as the developing power is concerned, for not only is the piston travel responsible for the variation in cylinder pressure, but it also varies the time required to obtain the braking power expected to be developed from a given brake-pipe reduction. Moreover, variation in piston travel may be such as to entirely change the percentage of braking power expected to be obtained for a given reduction, thus causing excessive braking power on some cars and too little on others, causing shocks, due to surging, and of flat wheels, due to cars being jerked or bumped "off their feet."

In the example which you have cited, let us assume a train of ten cars with short piston travel on the third car, and then consider the statement of the time required to obtain the expected braking power.

It may be readily seen from this that the brake power on the third car would develop much quicker than on the cars in the rear of it, which would cause a run-in of slack, "bumping" this car off its feet, causing the wheels to slide. When handling a train of this character, two or more applications should be made and the last application should be a light one, thereby preventing a severe run-in of slack, and lessening the possibility of wheel sliding.

#### FAILURE OF BRAKE PIPE EXHAUST PORT TO OPEN WHEN BRAKE VALVE IS MOVED TO SERVICE POSITION

**Q.** Here is a question in freight train handling I would like answered in the

**JOURNAL.** Some time ago our company received a lot of new engines equipped with the E-T type of brake, and we are all very well pleased with the new brake; but we find, when doing service braking with a long train, that the brake-pipe exhaust port does not open until chamber D pressure is reduced considerably, and the amount will vary with different trains.

This I considered a defect in the brake valve and so reported it. Our air-brake man in the roundhouse claims there is nothing wrong with the valve, and in braking short trains I can find no fault with its action, but when handling the long train—90 to 125 cars—the condition exists as I have stated. This would lead one to believe that the trouble was due to the long train. But this does not seem to be the case, as here the other day I came in on a run with one of the new engines and when braking this train did not get an exhaust at the brake valve until chamber D pressure was reduced some ten or twelve pounds.

This same train was taken out by an engine that has the old G-6 equipment, and the brake-pipe exhaust port opened almost as soon as the brake-valve handle was moved to service position. What is the answer to this? B. L. R.

**A.** When the automatic brake-valve handle is moved to service position, chamber D and the equalizing reservoir is connected to the atmosphere through the preliminary exhaust port, thus allowing air from these chambers to escape, thereby reducing the pressure above the equalizing piston in the brake valve. When the pressure above the equalizing piston becomes slightly less than the brake-pipe pressure the piston will rise, unseating the brake-pipe exhaust valve, permitting brake-pipe air to escape to the atmosphere. Failure to do this would mean that the brake-pipe pressure was reduced through some other means besides the brake valve, as quickly as chamber D and equalizing reservoir pressure was being reduced through the preliminary exhaust port. Consequently, the pressure remaining the same on both sides of the piston, the piston will not rise to open the service exhaust port.

The question might now be asked, "What caused the pressure beneath the piston to drop?" And the answer to this is, brake pipe leakage. This condition is generally found in handling long trains, which is not necessarily due to length of train, but the greater amount of leakage found in the long train. Seldom, if ever, is the maximum brake-pipe pressure obtained at the rear of a long train; this, therefore, means that the air is constantly flowing toward the rear, that is, away from underside of the equalizing piston; and when the brake-valve handle is moved as far as lap position, cutting off the supply of air to the brake pipe, just that instant the pressure on the underside of the piston begins to drop, and if the rate of drop be equal to, or greater than the drop of pressure in chamber D and equalizing reservoir, the equalizing piston will not move. The rate of drop in pressure in chamber D and equalizing reservoir is dependent on the size of the preliminary exhaust port. With the old style G-6 brake valve, the size of this port is 5-64 inch, while with the H-6, the type of valve used with the E-T equipment, it is but 1-16 inch. This, of course, means that chamber D pressure is reduced somewhat slower with the H-6 than with the G-6 brake valve; thus affording greater time for brake-pipe air to flow from beneath the equalizing piston. The time required to reduce chamber D and equalizing reservoir pressure 20 pounds, from a 70-pound pressure, with the G-6 brake valve is from 5 to 6 seconds, while with the H-6 from 6 to 7 seconds is required.

Leakage of air into chamber D will lengthen the time of reduction with either brake valve. When braking a train under the conditions you have named, the brake-valve handle should be moved to service position, and left there until the brake-pipe exhaust port opens, regardless of amount of reduction made; as it will be understood that the engineer is making no reduction of brake-pipe pressure until air exhausts at the service exhaust port. Where this is done the engineer may learn the force with which the brakes will apply without a reduction being made at the brake valve.

#### CAUSE OF PUMP STOPPING

**Q.** My engine is equipped with a Westinghouse 9½-inch pump, and here the other day, while charging a train, the pump stopped suddenly; and in trying to start it I shut off the steam and turned it on quickly, tapped the top head, and finally took off the cap nut to the reversing valve chamber, and gave the pump a good dose of oil, but it would not start. I might add, that after steam was shut off for a little while, and then turned on, the piston would make an upward stroke, but would not reverse, that is, would not make a downward stroke. I do not believe the pump was dry, as I run the engine regularly, and always aim to take good care of the pump. Now, I would like you to explain the cause of the pump acting in this manner, and what is the remedy?

F. C.

**A.** In the operation of any Westinghouse pump, when steam is first turned on, the main valve will move to a position which admits steam to the lower end of the cylinder, causing an upward stroke of the piston; as the piston about completes its stroke, the reversing plate which is attached to the top of the piston, engages a shoulder on the reversing rod, causing an upward movement of the reversing rod and valve. The reversing valve moving to its upward position, admits steam against the outer face of large piston of the differential pistons, thus balancing the pressure on this piston. Then the pressure acting on the inner face of the small piston causes, or should cause, the main valve to change its position, so as to admit steam to the upper end of the cylinders and cause a downward stroke of the piston. The piston making an upward stroke tells us that steam entered the pump and caused the main valve to move to the position in which steam was admitted to the lower end of the cylinder. Again, the piston failing to make the downward stroke tells us that the main valve failed to change its position when the upward stroke was completed; therefore steam was not admitted to the upper end of the cylinder, resulting in the pump stopping with the steam piston in its upward position. We must, therefore, in seeking an

answer to your question, look for the cause that prevented the main valve changing its position.

Where either one or both of the studs that hold the reversing plate to the top of the steam piston become loose, they may work out and prevent the piston traveling far enough to raise the reversing valve, thus causing the pump to stop on the up-stroke. When the main valve becomes dry it will invariably stick in the position which admits steam to the lower end of the steam cylinder, which will cause the pump to stop on the up stroke. Worn or broken packing rings in the differential pistons may prevent the movement of the main valve, and may hold it in either of its positions. As to the remedy for the trouble it may be said that in case of loose reversing plate studs nothing can be done while on the road.

While of course the top head of the pump may be removed and repairs made, yet this had better be considered a shop job rather than a road job. Where the pump stops through lack of lubrication the remedy is a little more valve oil. In case of broken packing rings in the differential pistons, the main valve may be taken out and the broken ring removed, and where the remaining rings form a reasonably close fit in their bushings the pump will operate.

#### LIFT OF AIR VALVES

**Q.** We have a number of engines on our road that are equipped with Westinghouse pumps while others have the No. 5 New York pump, and I would like to ask what is the lift of the different air valves in the two makes of pumps? **L. A. R.**

**A.** All air valves in Westinghouse pumps have the same lift, namely: 3-32 of an inch. All air valves in the New York pump have 5-32 inch lift.

#### LOCOMOTIVE BRAKE REAPPLIES

**Q.** We have a number of engines equipped with the No. 5 E-T brake, while others have the No. 6, and I have noticed where the brake pipe is overcharged, the engine brake will reapply with the No. 6, but will not with the No. 5, when the automatic brake valve is returned to run-

ning position. Now I would like to know if this is due to some defect of the No. 6?

**J. C. M.**

**A.** To secure the release of the locomotive brake, with either the No. 5 or No. 6 equipment, it is necessary that all air be exhausted from the application cylinder, and to exhaust the air from this chamber both brake valves must be in running position. Now, with the No. 5 equipment, when both brake valves are in running position there is a direct opening from the application cylinder to the atmosphere through the application chamber pipe, independent and automatic brake valves, therefore the brake cannot reapply even though the brake pipe be overcharged. With the No. 6 equipment the opening from the application cylinder to the atmosphere is through the equalizing slide valve (when this valve is in release position) release pipe, independent and automatic brake valves. If for any reason, the equalizing slide valve is moved from release position the opening from the application cylinder to the atmosphere is cut off. Therefore, any air coming to the application cylinder at this time will cause the brake to apply. A variation of brake-pipe pressure, due either to a non-sensitive feed valve or an overcharged brake pipe, will cause the equalizing piston and its slide valve to move from release position. To overcome the annoyance of the brake reapplying, keep the feed valve clean and exercise care in recharging.

#### PUMP GOVERNOR DEFECTS

**Q.** Will you please explain what defect in the governor will cause it to stop the pump before the desired main reservoir pressure is obtained; also what defect will prevent it from stopping the pump when the full main reservoir pressure is had? What should be the position of the brake-valve handle when adjusting the governor?

**A. L. B.**

**A.** For the governor to stop the pump, it means that the air has entered the chamber above the governor piston; and if the pin valve be seated at this time it would indicate the valve is leaking, and that air is coming past the valve faster than it can escape to the atmosphere



through the relief port. Where the relief port is partially or wholly stopped up, light leakage past the pin valve may cause the pump to stop, much depending on the fit of the governor piston packing ring. Where the governor fails to stop the pump at the desired pressure it may be due to the pin valve port being stopped up, preventing air entering the chamber above the governor piston, or to the drip port becoming stopped up, allowing steam pressure to form under the piston. When adjusting the minimum or excess pressure head, the automatic brake valve handle should be placed in running position; in lap position for the maximum pressure head.

#### BRAKE SHOE PRESSURE

**Q.** Will you please explain how one should proceed to figure out the pressure on a brake shoe when the brake is applied in full?

**R. A. L.**

**A.** To learn the force exerted on a brake shoe the following factors must be known: Size of brake cylinder, brake-cylinder pressure, proportion of brake leverage, and the number of shoes to which the power is applied. The area of the brake piston may be found by multiplying the diameter of the piston, in inches, by the diameter and by the decimal .7854. Thus, the area of a 10 inch piston is  $10 \times 10 \times .7854 = 78.5$ .

Now to find the force developed in the brake cylinder, we multiply the area of the piston by the pressure per square inch. As,  $78.5 \times 50 = 3925$ , this being the number of pounds push on the end of the live cylinder lever. Next, to find the force exerted on the brake beams, we multiply the force developed in the brake cylinder by the proportion of brake levers, say 8 to 1; then  $3925 \times 8 = 31400$ ; this divided by the number of brake shoes,  $31400 \div 8 = 3925$  pounds pressure per shoe.

#### P-C EQUIPMENT

**Q.** We quite frequently have Pullman cars in our trains that have the P-C style of brake, and I would like to ask if there is any difference in the operation of this brake and the triple valve from an engineers point, that is, is the brake valve handled in the same manner with the P-C as with the triple valve?

**J. J. B.**

**A.** The brake valve should be handled in the same manner as with cars equipped with quick action triple valves, the only difference being, that at least a seven-pound-brake pipe reduction is necessary to cause the control valve to move to service position when making an application of the brake; and a twenty-four pound reduction is necessary when using 110 pounds pressure, to set the brake in full. Where, in a single service application, the brake-pipe pressure is reduced one-half the amount had at the time the application was commenced, the brake will automatically apply in emergency. For example, if the brake-pipe pressure is 110 pounds at the time the application is commenced, and gradually reduced to 55 pounds (one-half), an emergency application will be obtained; whereas, if the brake-pipe pressure be 70 pounds at the time the application is commenced, and gradually reduced to 35 pounds, an emergency application will be obtained.

#### LOCOMOTIVE BRAKE RELEASES

**Q.** Will you please answer the following through the air brake department: My engine has the E-T equipment, and here lately the engine brake will release every time an automatic application is made and the brake valve handle returned to either release or holding position; but will remain applied in lap position of the automatic brake valve, or following an independent application. I have examined all pipes carefully for leakage but can find none. Now where is the trouble?

**R. L. J.**

**A.** The brake, releasing, tells us that the air has left the application cylinder and chamber, meaning that there is leakage in some part of the connections to these chambers. Now, when an automatic application of the brake is made, the equalizing piston and its slide valve in the distributing valve, moving to application position, cuts off the release pipe from the application cylinder and chamber; therefore, if there were leakage in this pipe it would not cause the brake to release at this time, that is with the automatic brake valve in lap position. But when the automatic brake-valve handle is moved to release or holding position the

brake-pipe pressure is restored, causing the equalizing piston and its slide valve to move to release position, connecting the release pipe to the application cylinder and chamber, thus allowing the air to escape from these chambers through the point of leakage, releasing the brake. An independent application of the brake remaining applied tells us that the leakage must be in that part of the release pipe between the independent and automatic brake valves commonly called the U pipe.

#### CAUSE FOR PARTIAL RELEASE OF LOCOMOTIVE BRAKE

**Q.** I am running an engine in yard service that is equipped with the E-T type of brake, and the distributing valve on this engine has a peculiar action that I cannot figure out. When a brake application is made the brake will set all right, and then immediately start to release with the brake valve in lap position, and when the brake-cylinder pressure has reduced some six or eight pounds it will stop releasing and remain applied. Now what causes this and what is the remedy?

G. B. M.

**A.** In either an automatic or independent application of the brake, air entering the application cylinder will force the application piston and its valves to application position, in which position the exhaust valve will close the exhaust port and the application valve will open the application port. This same movement of the piston compresses the graduating spring found at the end of the piston stem. Main reservoir air will now be free to flow to the chamber at the back of the application piston until the pressure on this side of the piston, and in the brake cylinders about equals the pressure on the application cylinder side of the piston, when the graduating spring will force the piston and application valve back just far enough for the application valve to close the application port; this part of the distributing valve is now said to be in lap position. The reason for the piston stopping in this position, and not continuing its movement to release position is, that in moving this far, a shoulder on the piston stem now engages the

exhaust valve, and as there is not a sufficient difference in pressure on the two sides of the piston to overcome the friction of the exhaust valve it is held in this position. In the case you mention, it is evident that the piston did not stop in lap position, but continued its movement to release position, permitting an exhaust of air from the brake cylinders, thus dropping the pressure on the brake cylinder side of the application piston, causing it to move back to lap position. The reason for this may be due to a weak or broken graduating spring or excessive friction of the application valve, which permitted a much higher build up of pressure on the brake cylinder side of the application piston than that in the application cylinder before the parts started to move from application position. And then, due to this difference in pressure, the application piston and its valves were moved to release position. In release position the exhaust port being open, air from the brake cylinders is free to escape to the atmosphere; this, of course, will reduce the pressure on the brake-cylinder side of the application piston below that in the application cylinder, causing the piston to again move toward application position, holding the brake applied. Remedy: Properly clean and lubricate the application parts of the distributing valve.

#### EFFECT OF LOSS OF PLUG FROM APPLICATION PORTION OF DISTRIBUTING VALVE

**Q.** Will you please answer the following question on the E-T equipment: What will be the effect on the operation of the engine brake, if the plug in the end of the application part of the distributing valve worked out? Will this prevent the operation of both automatic and independent brakes, and can the train brake be operated?

C. R. L.

**A.** This plug missing is the same in effect as a broken brake-cylinder pipe, and while the distributing valve is in release position the brakes are affected. But when either an automatic or independent application of the brakes is made, that is, when either the automatic or independent brake valves are moved to application position, the locomotive brake will not apply, and

there will be a great loss of main reservoir pressure through this opening in the distributing valve. Where this condition exists, the cut-out cock in the main reservoir supply pipe to the distributing valve should be closed. This of course means the loss of the engine brake, but the main reservoir and train brakes may now be charged and operated as before. Loss of air through this opening, while the train brake is applied, may also be overcome by holding the handle of the independent brake valve in release position.

#### AIR PUMP TEST

**Q.** Will you please answer the following question: What is the best way to find out if the pump is at fault when you can not get the pressure on a train? We have trouble, sometimes, and cannot find any leaks in the train.

W. D. H.

**A.** The efficiency of an air pump is generally determined by requiring the pump to maintain some predetermined pressure in the main reservoir against a certain amount of leakage from the reservoir. This amount of leakage is controlled by a very carefully measured opening from the main reservoir to the atmosphere. A device generally used in measuring or controlling the escaping air from the main reservoir is shown in the February issue of the JOURNAL, as is also a table for testing Westinghouse 9½ and 11-inch pumps.

#### DEFECTIVE FEED VALVES

**Q.** With a feed valve adjusted to 70 pounds, what defect will prevent it giving this pressure when engine is charging a train? We have a number of feed valves that will not give over 60 pounds.

W. D. H.

**A.** The feed valve, like all other reducing devices, has a tendency to close as the pressure approaches the point of its adjustment; meaning, as the brake-pipe pressure builds up toward the point of adjustment the supply valve, in the feed valve, begins to close the supply port. This, of course decreases the capacity of the feed valve, and when the brake-pipe pressure builds up to a point where its leakage equals the capacity of the feed valve the brake-pipe pressure will rise no higher.

Where the supply piston forms too loose a fit in its bushing, or the stem of the regulating valve is not of the proper length, or the port past the regulating valve partially gummed up, the feed valve will have a tendency to act in the manner you have described.

#### UNDESIED EMERGENCY

**Q.** We are having trouble with the brakes on one of our passenger trains going into emergency when a service reduction is made; train consists of seven cars, and it is no uncommon thing for this train to arrive at the terminal with from one to three brakes cut out. Triple valves have been removed and tested and found O.K.; brake rigging inspected and found O.K., in fact all parts of the brakes appear to be in proper working order. Any information you can give me as to the cause of the trouble will be greatly appreciated.

W. D. H.

**A.** There are numerous causes for undesired emergency, and it is sometimes difficult to tell just what is causing the trouble. However, if what you say is true about the condition of the brake, the answer is very easily arrived at. It must be the engineer. But before the engineer is condemned a very careful inspection of the brakes should be made to learn if the equipment is in proper working order. Is the trouble caused by the brakes on the train, or is the engine brake responsible? If the engine be equipped with a quick action triple valve or if a quick action cap is used with either the E-T or L-T equipment, and these parts not in proper working condition, undesired emergency may be had. The automatic brake valve may be the cause of the trouble, as where the preliminary exhaust port is too large, chamber 'D' pressure may be reduced too quickly, causing a sudden opening of the brake pipe exhaust port, resulting in undesired emergency. The absence of the exhaust fitting in the brake pipe exhaust port of the brake valve may also cause this trouble. Where triple valves pass the required tests on the test rack, and then do not operate as intended on cars in a train, it is fair to assume that the trouble is not to be found in the triple valve. If your trouble is

found to be on any particular car, or cars, in the train, would suggest that these cars be given a careful inspection, as it may be found that the auxiliary reservoirs used are not the proper size, or that the opening to the brake cylinder is partly or almost closed.

**BRAKE APPLIES WHEN AIR IS FIRST CUT INTO TRAIN**

**Q.** Here is a question on air brake I would like answered through the JOURNAL: When air is first cut into a train, should any of the brakes apply? If brakes do apply, will you please explain how the air gets to the brake cylinder.

**P. R.**

**A.** No, the brake should not apply, as the air that goes to the brake cylinder in an application of the brake comes from the auxiliary reservoir, and as this reservoir is not charged when the air is first cut in, the brakes will not and cannot apply. However, if the emergency valve be held from its seat, or leaking, air will pass to the brake cylinder, and may force the brake piston out, applying the brake. Where this condition exists there will be a strong blow at the retaining valve.

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**Questions and Answers**

BY JAMES GREGORY

**Q.** What is the Master Mechanic's Front End? When and by whom was it prescribed? Specify its ratios. Is it in use on all United States trunk lines?

**T. A. S.**

**A.** The Master Mechanic's Front End was built according to a design arrived at in 1896, through the cooperation of a committee appointed by the Master Mechanics' Association and Professor Wm. F. M. Goss, of Purdue University, and was adopted more or less generally at that time throughout the country with some modifications to meet varying conditions, or suit varying opinions. It is still adhered to on many roads in its essential features.

As to its "ratios" or proportions, it would be impossible to give any as it has been found in practice that various types and sizes of engines call for a certain amount of experimenting in the matter of proportions of the parts controlling

the draft, due in a measure to differences in quality of fuel used.

The original standard M. M. Front End had a petticoat pipe, while some of the approved later designs have dispensed with it. It also had a double taper stack which has since been modified to a single taper, or almost straight stack; also the circular nozzle is giving place to the oblong type. The original design was worked out by practical experimental tests with a locomotive at Purdue University in a laboratory especially designed for the work. With reference to the size of mesh of netting will say that the original standard front end was designed with a view to arrest the sparks, which plan has since been abandoned, for which reason a coarser netting is used than formerly on all roads, varying in opening as the demands for steam and protection against fire dictate.

**Q.** Is the present day superheater front end classed as the Master Mechanic's Front End?

**T. H. S.**

**A.** There is no fixed standard recognized, although there is necessarily a close resemblance between the different types in use today. The superheater is no part of the original design of the Master Mechanic's Front End as it was designed before the present superheater came into practical use on locomotives in this country.

**Q.** Steam is generated at 212 degrees Fahrenheit, a pressure of 200 pounds, has a temperature of 387 degrees, but when steam pressure is at 200 pounds, we are told it enters steam chest at a temperature of 600 degrees. If that is so, then what is the pressure in steam chest of this superheated steam having a temperature of 600 degrees?

**STUDENT.**

**A.** The proportion of temperature and pressure in the case of superheated steam is not the same as that of steam confined in a boiler. Steam of 200 pounds pressure, having a temperature of 387 degrees, may after leaving the boiler be increased in temperature to 600 degrees without adding to its pressure. The reason for this is that there is not sufficient moisture in the saturated steam to permit of its pressure being increased by any additional or greater heat than that under

which it was generated. If steam pressure of a temperature of 600 degrees is generated in a boiler it would have a pressure of about 1,500 pounds, but if steam of 200 pounds pressure is superheated to 600 degrees, and that steam would be confined after leaving the boiler, the pressure would remain practically the same, even though the temperature was increased, but if there was some water in the boiler into which the steam at 200 pounds was admitted, and all heated to a temperature of 600 degrees, then the pressure of the steam generated in the second boiler would be about 1,500 pounds. It requires water and heat to make steam, as it is the expansion of the water by the influence of the heat that makes the steam pressure. Heat alone will not make pressure, nor will heat and steam together do so.

The greater efficiency of superheated steam is not the result of its greater pressure, but of the effect of its higher temperature, by which it overcomes the condensing effect of its contact with the cylinder walls or other cooling surfaces. Steam may be superheated but cannot be superexpanded.

**Q.** I recently read a report of the Interstate Commerce Commission which gave as the cause of a derailment on the Southern Railway, near Hoffman, Ill., the breaking of the left main axle. I have noticed that in a great majority of cases of broken axles it is the main axle on left side that breaks. Is there any particular reason for this, or is it really so?

W. R., Div. 10.

**A.** There are reasons why the left end of a main axle is more liable to break than a right end, a fact that is more noticeable of late perhaps, because in recent times there were no published reports of such accidents. It may also be said in this connection, that broken axles may occur oftener since the engines have been pooled, as the failure of a main axle is caused by crystallization of axle due to pounding of loose boxes. These boxes may be loose from slack wedges, poorly fitted pedestal, or loose fitting brass, and the same may be said of the opposite end of the axle; but there is a peculiar effect of the action of a double engine, such as

the locomotive, whereby the steam action on one side causes the lost motion to develop more pound on the left side of the engine, or in the left main box than in the right main, when the engine is a right lead, that is when the right crank pins are ahead of the left crank pins as is generally the case nowadays. This lost motion is the cause of the excessive pounding of the left main box against the axle which causes crystallization of the metal in the axle, thus shortening the life of the iron so that that particular axle will fail before any other.

**Q.** I have noticed that there is always more pound on the left side of an engine and I could not account for it, particularly the lost motion in rods. Why should the rods pound or rattle more on one side than the other? I am told it is due to neglect of keeping up the left side, but that theory is exploded since the engines are pooled. What is the reason?

W. R., Div. 10.

**A.** The foregoing question relates closely to this one. Whatever causes lost motion in main driving box on left side, or makes a greater amount of pound with same amount of lost motion, will have the same effect on the rod connections, for if the left main driving box is thumped back and forth at the center positions of the pin, the side rod connection is made to knock. For what affects the driving box affects the driving wheel and the crank pin and the side rod connection to it, and this same effect is distributed to the other side rod connections on that side, increasing the wear and the lost motion that is the result of so much more noise of rods than on the right side of engine.

**Q.** What is the difference between hauling capacity of an engine and its tractive power? I see both often used in apparently the same sense.

W. R., Div. 10.

**A.** The tractive power is that which can be measured by cylinder diameter and stroke, and wheel diameter and steam pressure, and is usually measured in practice by the drawbar pull which can be developed in starting a train. The hauling capacity differs in so much as it is determined by the type or design or

proportion of the engine and the combined efficiency of that particular type which is being measured as often by speed as by starting power. An engine may be overcylindereed yet have good starting or tractive power, but owing to small boiler proportion would not have good hauling capacity account of not being able to make steam enough to supply the cylinders above ordinary speed for any considerable time.

**Q.** We are instructed to use a drifting throttle to prevent relief valves opening and causing carbonization of oil in cylinders of our superheaters. What good are the relief valves if we are to keep them closed by steam pressure? How did they come into use, anyway?

S. M. D.

**A.** The relief valve has no place in the superheater engine. It serves no purpose that isn't more than overbalanced by the waste steam needed to keep them closed. When used open with saturated steam, they do lessen the amount of vacuum produced in cylinders, and there being no danger of carbonization under these conditions the cleaner cylinder packing and valve strips which their use assures perhaps pay for their cost of installation and upkeep, but it has been found better to dispense with them altogether on engines using superheated steam, and it may be said they will likely soon go out of use on all locomotives.

**Q.** Does the exhaust from a high nozzle in a front end, having no deflector plate or petticoat pipe, pull more on back than on front of fire in a firebox 5 x 2? Would an exhaust nozzle that comes up to fourth row of flues with a petticoat pipe set in proper place cause fire to burn more at forward end of firebox of the size given above?

MEMBER.

**A.** It is evident from our experience with various kinds of draft appliances that having neither petticoat pipe nor deflector plate the tendency is for the greatest draft to be through the back end of fire, as the fire, even when deflector plate impedes the circulation through upper flues, still burns as strong there as at front end where there is no obstruction to the draft.

Where no petticoat pipe is used, a high

nozzle is necessary; for if it were low, the steam from exhaust would not all get into stack, thus producing a defective draft.

Replying to second question, will say that if a petticoat pipe is used, the draft may be regulated or divided so that the circulation is even through all the grate surface, and it doesn't matter much, if any, whether the nozzle is a high one or a low one, so that the petticoat pipe is the right proportion as to length and diameter, and is properly set. Where coal is used for steam making the best results cannot be gained without some appliance in front end to regulate the draft, usually a deflector or a petticoat pipe.

**Q.** What is the temperature of a firebox working steam, and when shut off?

K. J. J.

**A.** The temperature of a firebox with engine using steam would of course depend upon how hard engine was being worked. If working hard, the temperature might exceed 3,000 degrees.

If steam is shut off, the temperature will be suddenly lowered of course, the extent depending on the condition of fire; but even with a heavy fire, the temperature may go below the igniting temperature of the gases in the coal (1,800 degrees) if there is no artificial circulation of air through fire.

**Q.** How much air does it take to burn one pound of hard coal?

K. J. J.

**A.** It requires about 247 cubic feet of air to burn one pound of bituminous or soft coal. The writer has no data on this question regarding anthracite, or hard coal.

**Q.** When is a Walschaert gear engine direct?

K. J. J.

**A.** When engine is run in forward motion.

**Q.** Do you think it safe to block a radius rod?

K. J. J.

**A.** There is no particular danger of course in blocking a radius rod in the link, as you perhaps mean, but it is not considered good practice on some very good roads to try to use a part of the valve gear on one side of an engine, as is possible under certain conditions with outside valve gears, such as the Walschaert. It

is recommended by some of the best mechanical officials that when anything fails on this type of valve gear the whole gear be cut out on the side the failure takes place; in this way there would be no occasion to block back end of radius rod in center of link.

**Q.** What is the average life of a steam heat hose; also that of a train line hose?

**A.** The average life of a steam heat hose is about four months. That of a train line hose on freight, at least, depends more on the kind of service it is subjected to; which includes climatic influence as well as mechanical. One of the causes, perhaps the chief cause of early failure of the air hose, is the pulling apart of hose couplings, as when switching. This action causes the hose to be stretched, which operates to weaken the whole fabric, making it too weak to resist the working pressure. When the hose is frozen, it is less elastic and will be damaged considerably more by the mechanical action of pulling couplings apart than if it is more pliable. Eight months is considered fair service for a train line hose in cold climate; where climate is favorable a year may represent its average life on freight cars.

**Q.** Is there any particular method of hand firing that gives better than average amount of superheat? How does the stoker work in connection with the superheater? Are the results as good as with hand firing with same grade of coal?

W. R., Div. 10.

**A.** Any method of firing which uniformly produces the necessary firebox temperature is best. With hand firing there is bound to be much variation, causing the superheat to vary also. The stoker may be regulated to render nearly 100 per cent efficiency, both as to fuel economy and superheating of steam, and that with a lower grade of fuel than would be possible to use with hand firing.

**Q.** The stoker seems to be applied only to large engines. Is it of any advantage to apply it to moderate size engines that can be hand-fired? W. R., Div. 10.

**A.** While the impression gained by some is that the stoker is only a benefit on engines too big to be fired by hand, the fact is it is of fully as much benefit with

smaller power. It is not alone the matter of getting coal into the firebox, but getting it in the right place and in right quantity at the proper time that makes the stoker what it has shown to be, and it will raise the average performance of any type or size of engine on account of the uniformity of firebox temperature and superheat it makes possible, both of which contribute so much to the economy of boiler upkeep and efficiency of performance of the engine.

**Q.** I have read that the pyrometer will prove the merit of the automatic stoker. In what way? W. R., Div. 10.

**A.** By registering temperatures of firebox as well as steam chest pressure it can be seen just what are the actual results being obtained as to firebox temperature and superheat, and the stoker will show such a high average in these respects that its adoption will be advanced faster when these features are by the pyrometer than if we had to rely on our crude judgment alone as to the benefits that must naturally follow perfect feeding of fuel and uniform maximum superheat.

**Q.** What is meant by gross ton miles? What is the meaning of net ton miles, and how do they relate to train earnings?

R. S. M.

**A.** Gross ton miles expresses the total tonnage moved, including the weight of cars and engines. Net ton miles is the same, less the weight of cars and engines.

It is evident that the higher the proportion of net ton miles shown in the performance on any division of road in the total tonnage hauled, the better is the percentage of earnings, as the earnings are dependent upon the amount of net tonnage moved, and any tonnage hauled in addition to the net is but so much dead weight, as of cars and engines, which figures only in the cost of operation.

**Q.** What is the difference between lubricating oil and machine oil? We use both here, but I am unable to find out what the difference between them is. The brand of valve oil we are using in cylinders seems very poor.

**A.** Machine or engine oil as it is usually called is made from crude oil by reducing it by a process of distillation.

The process of reducing gives the oil

more density, or body, or a lower gravity, the oil refiner would say. As the oil is reduced in gravity—made heavier—its fire test is also made higher, thus improving the quality in these two essential points. When the gravity is reduced to about 32 degrees we have what is called machine oil.

Valve oil, or cylinder oil, as some call it, is different in two respects. Its main composition is the same as the engine oil, excepting that it is reduced to a still lower gravity, making it as we say heavier, also raising its fire test, and to further raise the fire test as well as its lubricating properties, tallow or other animal product is added in various proportions to meet the demands of the service, or fit the price the consumer is willing to pay. In the case you mention the quality may fit the price paid better than the service demanded of it.

**Q.** When an engine has boiler pressure reduced and is given a superheater, about how much reduction in pressure is the superheater able to overcome? **R. S.**

**A.** The extent to which the superheater would balance the loss in boiler pressure would depend very much on the grades of road. If a hilly division, where the starting power of engine was often taxed to the limit, the loss of boiler pressure would be felt, no doubt, as the superheater could not compensate fully in such a case; but if on a nearly level division of road where the matter of starting was not so important a factor, the superheater would make up for a reduction of pressure of 10 per cent without any appreciable loss of efficiency of the engine, making the best showing where the runs were long, thus giving a continuous benefit from superheating. Figures more favorable to the superheater than that have been shown where the conditions were all favorable to it.

In cases where the cylinders have been enlarged to offset the loss of starting power incident to a reduction of boiler pressure, there is invariably an improvement noted in the general performance of the engine.

**Q.** In what way does locomotive lubrication influence the engine performance, particularly as to fuel consumed? **D. H.**

**A.** Lubrication has a very direct influence on the fuel consumption, not only from result of excessive friction and delays, from hot boxes and pins, but also the great waste from steam blows in valves and cylinders incident to insufficient or careless lubrication.

**Q.** What is meant by sustained tractive effort as used in connection with locomotive performance, particularly with superheaters? **D. H.**

**A.** Sustained tractive effort means the ability of the engine to hold up to a certain requirement of train speed for long periods without any variation of efficiency. The phrase is often used in discussing the merits of the superheater, as that is one of the strongest features it lends to the locomotive.

**Q.** There seems to be a strong sentiment here in the motive power department in favor of substituting oil for grease on driving box and rod bearings. The engineers prefer the grease. What is the argument in favor of oil? **R. S.**

**A.** This change has been talked of before, but nothing like a general change has yet been attempted. The reliability of the grease and the reduction of engine delays over that when oil was used generally, is one of the strongest arguments in favor of grease. There is some increase of friction with the use of grease, as compared to oil, and perhaps renewals of bearing parts are oftener needed on that account, but there are not enough, apparently, to offset the advantage of elimination of delays from hot pins and other bearings that were a constant source of annoyance before grease was introduced.

**Q.** We read of where the superheater increases the power as well as the efficiency of the cylinders. Why the distinction between the power and the efficiency, also how does it increase the power? **R. M. S.**

**A.** The power of cylinders may be shown in the hauling capacity of the engine at moderate speed. The efficiency of the cylinders would be their ability to haul more at such speed, or to haul the same tonnage at higher speed. This the superheater enables the engine to do by eliminating condensation of steam in cylinders, thus conserving the steam and



making it possible for the engine to sustain maximum effort for longer periods than if boiler was overtaxed, as it might be with saturated steam.

**Q.** How does using the blower help the starting power of an engine with a superheater? S. M.

**A.** By stimulating the fire there is a degree of superheat imparted to the steam passing through the superheat units which would not otherwise be at starting, and this helps to overcome the cooling effect of cylinders, also raising their temperature so as to reduce condensation, for that really is a handicap to the starting power of either the saturated or superheated engine.

**Q.** We have much knocking and rattling of rods nowadays. It seems to be worse on superheaters, that is, after we have shut off. We seem to hear more of that knocking when drifting than we used to. Is it due to any effect of superheating?

W. R., Div. 10.

**A.** There is more than one reason why we hear more of the knocking when shut off than formerly, among which are the following: We used to drop the lever down with the smaller engines, thus preventing any compression in cylinders, and if there was lost motion in the rods it was taken up at the center with little if any noticeable jar. If we did not drop the lever after shutting off, the compression produced would be slight with the slide valve, as it would raise the valve from the seat and thus relieve itself by flowing into the steam chest. With the piston valve that would not be the case. When we drop the lever on superheater engine down we get no knock as is the case with the saturated engine also, but we don't drop the lever down, and the compression which is confined with the piston valve prevents the lost motion being stretched out so as to cause that snappy whip-cracking action on the drifting piston, as the rod starts back from the dead center; but when the crank pin has passed the center a few inches, the distance depending on how far the force of compression will hold the piston against the rod and crank pin which thrust it ahead and pull it back, the piston will cease to be affected by the influ-

ence of the compression, which will have expended its force, and the revolving pin—which is the power that moves the drifting piston—then takes up the lost motion with the knock so familiar nowadays, and which is, of course, magnified somewhat by the slovenly condition in which the modern company-cared-for locomotive is maintained.

The reason the knocking is overcome by opening throttle is that the piston no longer drifts, but is moved by the steam pressure instead of pushed and pulled by the main pin, and the steam pressure holds the slack or lost motion between piston and main pin up against the pin, which, with the aid of the compression at the short cut-off used in drifting as at present, prevents the slack running out, and consequently the knock incident to its being taken up in the manner described.

**Q.** How should rod brasses be keyed on a 10-wheel engine? Also how should wedges be set?

**A.** If you have all strap rods slack off on all keys, then set wedge first. If you are running grease cellars it is best to set your wedges at the end of a trip while the driving boxes are at running heat, then there will be no danger of driving box sticking as would be the case if wedges were set with box cold. Run main wedges up as far as they will go with a big wrench, then ease them down a little, say  $\frac{1}{8}$  of an inch. Proceed in the same way with other wedges, but pull them down a little more than the main wedges to insure good riding of engine, say  $\frac{1}{4}$  inch. Key all rod brasses with engine standing on dead center on that side, excepting forward ends of main rods. Key the back ends brass and brass so they may be moved on the pin easily. Same with front end excepting that brasses may be run open a little.

**Q.** Why will an engine usually steam better when running fast than slow or better at 25 miles an hour than at 18 or 20 miles an hour, with same throttle opening and same water supply?

STUDENT.

**A.** In this case you see the water supply is fixed for both speeds, but the amount of steam used and force of draft created

are greater with the higher speed, so it naturally follows that the firebox temperature being higher at 25 miles an hour than at 18 or 20, and the water supply only the same, the engine will steam better at 25 miles an hour.

**Q.** We are about to get superheater yard engines. We are told that no excuse will be taken for failure with those engines to comply with the smoke laws. How much better are these engines than the other kind so far as smoke is concerned?

**MEMBER DIV. 224.**

**A.** If the superheater yard engines also have a brick arch, as they should, it will be much easier to observe the smoke ordinance than with the other engines. But aside from the arch, superheating is a big advantage. A boiler of water will last nearly one-third longer than with saturated steam, also the draft need not be so violent, for which reasons a lighter fire may be carried without danger of losing it, and the fire need not be crowded at any time to get steam, all of which tends to the elimination of smoke on yard engines.

**Q.** Is a driving wheel with a band on to hold a cracked hub dangerous?

**RUNNER.**

**A.** Any defect of that kind lowers the safety margin of the wheel somewhat, but if the tire is good and the band tight there is no danger of wheel giving out in ordinary work; but such a wheel should not be used on an engine in fast service.

**Q.** Suppose a lower crosshead gib falls off on engine on a fast freight run with 60 miles to go and only one or two stops, what would be the danger of running in without making any repairs? **H. H.**

**A.** The danger in that case is of springing a piston. If the engine is worked in forward motion and throttle not shut off when stops are made, using just enough steam to hold crosshead up against top guide bar, there is nothing likely to happen; but if engine is shut off while running, or worked in the back motion, the weight of crosshead and piston in addition to some cylinder power is placed upon the rod packing, which is liable to spring the piston.

**Q.** We have the same quality of rod packing in pistons and also in valve stems. The piston packing plays out often. The valve stem packing hardly ever blows. We use superheated steam. Now it would seem that the steam is hotter when it passes into the steam chest than when in the cylinders; so why the difference in the time the packing lasts?

**INQUIRER.**

**A.** It is likely the engines you refer to have inside admission valves. In that case the only steam the valve stem packing must hold in is exhaust steam. The live steam in steam chest, or steam chamber rather, is confined to the space between the ends of or on the inside of the piston valve. This accounts for the better wear of the valve stem packing.

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## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

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The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

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DuBois, Pa., May 27, 1917.

**EDITOR TRAIN RULES DEPARTMENT:** Please publish your opinion in regard to the following:

No. 53 is a second-class train scheduled from Z to A. At N No. 53 received order No. 3, reading: "Engine 20 run extra A to D with right over No. 53, engine 162 A to B and clear main track at 7:30 a. m." No. 53 received order No. 3 at N at 7:40 a. m. Can No. 53 leave B at 7:30 a. m. if extra 20 has not arrived? D is not a point of communication. **MEMBER DIV. 429.**

**A.** The order is not Standard and whether or not No. 53 can leave B at 7:30 a. m. depends upon the interpretation which is locally given to the order. It is probable that this order is much in use upon this line and that the instructions to clear the main track at 7:30 a. m. have the same effect as the annulling of the running order of the extra.

But Standard Code Rules do not permit order such as the above to be used,

and under Standard practice No. 53 would have no authority to leave B at 7:30 a. m.

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CHAPLEAU, May 22, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
 "Engine 1057 run extra leaving A on Monday, May 10, as follows, with right over all trains except first-class leaving A at 9:10 a. m. C 10:10 a. m. E 12:25 p. m., and arrive at F at 2:22 p. m." To make this time it would have to run 35 miles per hour.

We have special instructions in time-table, "freight and mixed trains must not exceed a speed of one mile in two minutes and thirty seconds." Several men at this point claim that they should have a 31 order giving them the right to exceed the speed limit in time-table. My understanding is that train orders are authority and when extra 1057 received this schedule order that it had the right to make 35 miles per hour and it is not necessary for any other authority. Am I right or not?

R. J. A.

A. The extra must conform to all speed restrictions the same as any other train.

A schedule given by train order does not authorize a train using it to exceed the speed limit as fixed by the rules any more than a regular time-table schedule is authority to violate speed restrictions.

In short, a schedule is not authority to violate any rule, and does not require that the time outlined in the schedule shall actually be made. When using a schedule all rules governing the movements of trains must be complied with regardless of the time shown on the schedule. It is true that a schedule is intended to prevent a train from leaving a station ahead of the time named on such schedule, but it is also true that such schedule does not prevent a train from leaving late on that schedule.

Speed restrictions must be obeyed regardless of the speed of the schedule.

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EAGLE PASS, TEXAS, May 20, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
 No. 243 is a ruling train. First 246 has right over No. 243 A to C. No. 243 waits at C and points beyond for second 246.

First 246 breaks down and second 246 overtakes 246 going against the waits of No. 243.

The question is, when second 246 takes first 246's orders and proceeds against No. 243, does second 246 put up green flags or not; if so, for what purpose? The rules provide that any trains met must stop and notify them as the engine numbers would not correspond.

W. B. D.

A. Rule 20 provides that all sections except the last shall display two green flags, and in addition, two green lights by night, in the place provided for the purpose on the front of the engine. When second section passes first section it becomes first section and comes under this rule.

First 246 must display green signals and run as first 246. Rule 94 does not contemplate that one section shall pass another and retain its identity. When one section passes another it must exchange train orders, including the running orders, and the train which was second 246 must display signals because it holds those orders and because it is to run as first 246 from the point where it passes the disabled train.

In case a train of one schedule passes a train of another schedule it is not always necessary for the train which passes to exchange numbers with the disabled train, but when one section passes another section all orders must be exchanged and second 246 cannot fulfill the orders which it receives from the disabled first section unless it displays signals and runs as first 246 from that point.

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HAMLET, N. C., May 6, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
 "Engine 715 leaves A on train No. 69, scheduled as third class train to Z. At B the following order is received: "Engine 715 will work extra between B and A from 8 a. m. until 10 a. m. protecting itself." After completing work called upon to do between B and A engine 715 returns to B to go on as No. 69. What will that crew have to have in order to resume its schedule as No. 69 at B? L. J. and G. S. S.

A. The men in charge of No. 69 do not need any orders to resume the schedule of No. 69 after having been withdrawn

from the schedule to perform other service.

When the crew of No. 69 reported for that run at its initial station the entire schedule was assumed, from its initial to its terminal station, and until the authority to use that schedule is taken away by train it remains with the men in charge of No. 69.

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ST. ALBANS, VT., May 20, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Kindly give me your understanding of the following orders:

Order No. 42 to engine 421 south, "Engine 421 run extra from A to D with right of track over extra 337 north but will wait at C until 7:15 a. m. for extra 337 north." This order was issued at 6:13 a. m., and a copy of the order was delivered to extra 337 at 6:28 a. m. together with its running order, to run extra from D to A. On arrival at C extra 337 received order No. 4, issued at 12:10 a. m., reading as follows: "Engine 337 work from 7 a. m. to 11 a. m. between south switch and one quarter mile north of north switch not protecting against extras." Now under these orders has extra 337 any rights to occupy this portion of working limit without protecting against extra 421 and has extra 421 any rights to run over this working limit without protecting against extra 337 between the time given in the order No. 4? M. F. S.

A. The two orders conflict and should not be accepted. Extra 421 holds right of track over extra 337 and also holds an order that extra 337 will not protect against extras. Both orders are in effect and each has equal authority. The fact that order No. 4 was issued at 12:10 a. m. does not alter the case.

Rule 106 provides that in case of doubt the safe course must be taken and not risks run, therefore the dispatcher should be required to furnish proper orders for movement.

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**Bill Brennan, Engineer—Safety First**

BY GEO. W. TEASDALE

"Driving an engine today has little resemblance to getting over the road in the early '70s," remarked Brennan, as he

set the oil can on the side rod, seated himself alongside it, and pulled hard on his pipe. "There has been great changes, some brought about by the requirements of service, many more by officials seeking a reputation, and some from suggestions made by the men."

"I suppose the last mentioned have been responsible for some that might be called 'all to the good,'" remarked the fireman, as he seated himself alongside the engineer.

"Well, somewhat," replied Brennan, who was classed as an old-timer among a bunch of graybeards in passenger service, "and one big smashup near Sonora, was responsible for one of the best of the changes. It was this way:

"We used to have orders here to work by which was a little short of suicide for the engine crews. It was a ten to one shot every time we went out that something would happen, so some one's home would be soon decorated with crepe, or the Old Travelers' Insurance Co. would be paying some of us a monthly benefit. These orders were simply a blank form on which was written the train order as the operator received it, or as he thought it had been sent by the dispatcher, and it was not repeated. Mistakes were bound to happen, with death running alongside the end of the pencil that wrote the order, and I must confess, some of us read them carelessly, shoved them into our pockets and just pounded along toward the meeting point, with nothing but luck or the "Traveler's" with us.

"Tom Maher was on No. 3 one night, leaving the Junction within the 25 minutes allowed southbound trains to proceed against an opposing train of the same class, and he dug into the 96 to keep that 25 minutes on his side of the fence. No. 2 should have been at Belmont, waiting until No. 3 was 30 minutes late, before proceeding against them. Tom drove into Belmont and no No. 3 in sight, and he went on. At E town they had not been met, and the conductor asked where No. 2 was. The operator told him there was an order for him, and started to write it on the blank sheet. As he neared the finish, a fellow called for a ticket for Upton. The operator

turned from his writing, handed the man his ticket and then finished writing the train order, which he tore off the pad and handed to the conductor. Tom had just finished oiling around when the conductor handed him the order, saying as he did so, 'No. 2 must have doubled the ridge.'

'Tom climbed into the cab, got the signal and pulled out. They stopped at Nolin, to let off a passenger, and left there for Sonora, with the 96 doing all she could with the heavy train. There was no train at Sonora and they went through there fast with a slight down grade in their favor. Half-way between there and Uptons was a right hand curve, going south, and as Tom rounded it he saw the glint of a light on the outside rail. He did all he could to get stopped, and then left by the cab window. He was found over in a fence corner on top of a ten-foot cut. The mail clerks on both trains were the worst victims, although both engine crews suffered. Needless to say the original order was for No. 3 and No. 2 to meet at Sonora, and the operator had written Uptons automatically, after serving the man with a ticket for that place, thereby creating a lap order. We were soon treated to signing manifold train orders, which were repeated to the train dispatcher before being made "complete," and I hope to die if some of these engineers, Tom Maher among them, did not object to getting off their engines and going into the telegraph office to sign them.'

"That made some difference in the business the undertakers had been doing," remarked the fireman, "didn't it?"

"Yes, it cut down the risk until it began to look more like a 50-50 basis, but there were other things that needed reform. One fault was the lack of knowledge of the existing rules. We were operating under what was known as the 25-minute system, which gave the southbound train that much track rights over the northbound train of the same class. The northbound train was compelled to wait 30 minutes after the southbound train was due, the difference of five minutes being for so-called variation of watches. Dead time at stations was not supposed to be counted, and it sometimes happened that

a fellow on a southbound train looked at it one way going south, and in quite a different light when going north, the result being that the wrecker was working overtime. Our time cards were books of rules and special instructions rolled into one. "Precautionary" figures were set in black type, as warning signals in the maze of schedules, the idea being to call attention to some nearby schedule of some branch line train carrying superior right, and among them all, some trains had terminals at certain division points while others did not, the result being that the whole state of things was about as clear as mud, and as easy of solution as a ward heeler's speech on the tariff.

We had heard of some roads in the North that had Standard Rules, but no one ever came into our land of fried hen and good whisky to tell us about it, and we never made money enough to get north of the Ohio river, where the land of promise and things standard were rumored to be. So we blundered along, getting fired for alleged infractions of rules we could not understand, and that no two officials understood alike. But we've graduated from all our crude conditions some time ago. I used to run a "hook motion" engine and thought she was the prima donna of the road. Her hooks use to get all tangled up, and the throttle fly open; and the combined efforts of the fireman, brakeman and myself could not budge her reverse lever. She seemed to "just squat" and all h—l could not move her. She must have had lap enough to cover a washtub. Yet today, with steam or air reversing motion, "monkey motion" valve gear, piston valves, the finest air equipment and superheat, everything that modern ingenuity can suggest for speed with safety, with automatic block signals and other devices to prevent accidents, there is still the same element of human careflessness or carelessness, which is after all the dominating factor in train control. In other words, it's "up to us, you and me," at all times on the road, to know what we are doing, that we are doing the proper thing. Practically, we are free moral agents after we leave the roundhouse.

True, we are under the jurisdiction of certain officials at all times, but they have no absolute physical control over our actions. I have come up from what might be called the dark ages of railroad-ing. I have seen its comical and pathetic sides; have assisted in hanging the black crepe to many a doorknob for a Brother who "forgot," or took things for granted; have assisted in handing the hat around to help the widows and little children of the men who "forgot;" have stood on the deck of my engine, shaking hands with death, afraid to leap among the rocks and afraid to remain on the engine.

Yes, it's different now in some respects from along in the '70s, but it's the same frail human nature, after all, that's in control.

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#### Report of Interstate Commerce on Locomotive Inspection

The Interstate Commerce in its last annual report to Congress reveals some things that are of interest to railroad men, particularly that part of the report relating to locomotive inspection. For the year ending October 31st, 1916, there had been 52,650 locomotives inspected; 24,685, or nearly one-half of the total having been found defective. In a majority of cases these defects were of a minor nature, but in 1,943 cases the defective engines were ordered out of service.

The great proportion of defective locomotives would seem to bear out the charge that some railroads have purposely left the inspection of their locomotives to the federal inspectors, that is, by using the engines as long as permitted to do so by law, even though the real spirit of the law is violated by doing so. This plan seems to suggest a remedy in the way of making it costly to do that. The report shows train accidents to the number of 637, with 599 injured and 38 killed.

To what extent the neglect to keep up the power to something like a fair standard contributed to the number of killed and injured can only be conjectured, but it had its influence, no doubt, as any man who has ever had practical experience as a locomotive engineer can easily believe.

Federal inspection of locomotives will

be made to mean more in the future than the mere calling attention of the railroads to violations of law, by making it cheaper to comply with than to violate the law.

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#### Inadequate Train Protection

The block system pretends to provide two signals, a red and a green, to protect the rear of every train, but when a train stops just after passing a signal, which in doing so causes it to show red, that signal cannot be said to be in any sense a protection for the train as it would if the train had stopped a half mile beyond. So it is the green signal, the one say 4,000 feet behind, that must be relied upon to guard the rear of the train, as it does by showing green which indicates that there is a train in the block ahead, but doesn't tell if the train is running or standing, nor its location within the block.

In a recent case of collision there was a difference in the reading of the signal (which was supposed to be green) between the members of a crew at the head of a freight train running nearly fifty miles an hour, in a dense fog. The important point to consider here is not which of these men were right or wrong; the fact of there being a difference in a matter of such importance is enough to suggest the need of better protection for trains than a green or any one other signal affords under such conditions. Coming suddenly upon a signal in a fog, as at a speed of fifty miles an hour, gives precious little time to get a proper mental impression of its color at night or position by day, and the results hinging upon such reading are frequently such that it would seem as if additional precaution should be provided to contend with unusual weather, or an additional measure of caution regardless of train dispatch be generally observed that will give adequate protection under any conditions of weather or train movement.

The latter suggestion would of course not fit well into modern railroading, the main object being to move the traffic with "all possible dispatch," and while the average railway official or train employee will scout the idea of a possibility of danger in which the block system might

be a contributing factor, nevertheless the engineer knows that some of our most disastrous wrecks may be traced to the very door of our block systems.

That we don't have more wrecks is due to the fact that we don't have more fog. In clear weather it is often safe to pass the green signal at full speed because we can read the red signal beyond at a sufficient distance to stop before passing it, if necessary, and we can also see the flagman's lantern if he makes any attempt to flag; but when all signals are obscured by fog the situation is different, and the risk involved in placing reliance on any one signal at such time is too apparent to call for more than sympathy for the men who have to work under such regulation, as well as for the traveling public who are exposed to such danger.

It is time for the railroads to do one of two things: either provide for special regulations to improve a safety of train operation with present equipment, regardless of train dispatch, or adopt some of the automatic train control devices which have already demonstrated their practicability as a means for preventing train wrecks due to misreading of or failure of automatic block signals to operate properly.

It might be said that the present system of signals is amply safe if the flagman would observe the flagging rules, but we find so many cases where the matter of when and how to flag is left to the judgment of the flagman that his assistance as a supplement to the protection of trains by automatic signals is hardly worthy of serious consideration as a factor of safety under certain conditions, even if he was competent to carry such weight of responsibility, which he quite frequently is not. JASON KELLEY.

### **The Rectangular Nozzle**

A recent change in the design of the exhaust nozzle for locomotives may be credited to some chance observations of Mr. D. R. MacBain, superintendent of motive power of the New York Central Railroad. He had noticed, from the elevated position his office afforded, that the exhaust of passing engines did not

fill the forward and rear portions of the space at top of stack, and this observation led him to consider the cause and apply a remedy, which we see in the rectangular or oblong design of exhaust nozzle, which is likely to displace the round type if results are as reported.

There is no part of the locomotive about which there has been such a lack of uniformity of opinion as the action of the exhaust in the locomotive smokestack. Theory and practice have seemingly refused to harmonize there, and the various designs of front ends, as well as petticoat pipes, or the absence of them, together with an endless variety of designs and proportions of stacks, bear testimony to the want of accurate knowledge on the subject of the action of the exhaust in stack and draft appliances in the front end as well. There has been something wrong there. Something which has upset calculations quite often. Something that didn't operate according to schedule, and the fault seems to have been discovered and corrected by the introduction of the oblong or rectangular nozzle.

Theoretically, the exhaust steam column passes out through the center of stack, surrounded by the waste gases of combustion, but the crossfire action of the exhausts partly upsets that theory.

Steam being exhausted from, say, right cylinder, strikes the left inner side of nozzle box and rebounds so as to enter stack at an angle which brings it in contact with the opposite side of stack. The action of exhaust from left side of engine is just the opposite, of course, and this produces a crossfiring of the exhaust not at all conducive to perfect draft.

The rectangular nozzle together with a slight change in design of nozzle box corrects that fault in this way: By first increasing the diameter of the waist of nozzle box or point where the exhaust first strikes in turning to pass up through nozzle, by which means whatever rebound takes place is within the nozzle box, after which it passes out through the nozzle of restricted width which also tends to further restrict any crossfire action that would be likely to take place if the nozzle width was greater. The restriction of width of nozzle, in so far as it affects

the free escape of exhaust, is compensated for by the larger area of opening this type of nozzle permits, so that the engine may be fully as free, and we are ready to believe has really a reduced back pressure, and the exhaust steam is made to pass out through stack in a circular central column so as to give a maximum draft, something not possible with the round nozzle.

There is much to interest the student in the action of draft in the locomotive, and the discovery of Mr. MacBain seems to have thrown considerable light on a subject which has been a stumbling block for a long time. JASON KELLEY.

### **Inadequacy of Block Signals**

The annual report of Mr. H. W. Belnap, Division of Safety, Interstate Commerce Commission, says that "of the 11 collisions investigated in automatic block signal territory, six were caused by failure of enginemen to obey signal indications, five of these collisions taking place where the most highly approved installations of automatic block signals were in use."

There are no comments accompanying the report which might throw some light on conditions relating to these accidents, but there is evidence enough in the report, as it is, to suggest the need of some mechanical device to supplement the vigilance of the enginemen, and at the same time protect, if possible, against the results of the erratic operation of automatic signals, so generally supposed to be infallible.

The inadequacy of the human factor to render 100 per cent efficiency in modern high-speed railroading is pretty generally conceded, and in no department of the work is it so clearly apparent as in the correct reading of signals, for there are conditions which the enginemen have to contend with at times, that seriously handicap them in this very important respect.

### **Some Causes of Rough Braking**

Mr. Walter V. Turner, assistant manager of the Westinghouse Company, and

the leading air brake expert of the day, is quoted in the Journal of the Franklin Institute, of date of November, 1916, substantially, as follows:

"In modern heavy passenger train service, the single shoe type of foundation brake gear, with its inherent false piston travel, is responsible for the following: "rough handling of trains, inability to make time, etc."

There are a number of other failings charged by Mr. Turner, such as break in two's, and general expense of upkeep, together with cost of repair to damage arising from shocks; but the matter of making time, as well as that of rough handling of trains, relates so closely to the work of the engineer, that such a statement, coming from a man of Mr. Turner's knowledge and experience, is worthy of some consideration. It certainly makes clear a condition which has always existed in some degree wherever air brakes were used, and is only discovered now, or at least acknowledged, since the problem of hauling extremely long trains has demanded the attention of the railroad world.

In the light of these statements, coming from such a source, we are reminded that the engineer has had to stand for much in recent years that he was not responsible for. To offer any excuse for rough braking that reflected on the air brake has not been considered as being good form. To put one's judgment against its operation, and then oppose the array of officers of varying grades of authority, but having as a rule uniformly limited knowledge of the brake, has always been a rather hazardous undertaking; for the engineer at least, not a very profitable one, especially if the rulings of these officers were not overruled by the air brake expert, which of course is, almost as rare an occurrence as that of the tail wagging the dog.

I can imagine some master mechanics I have worked for receiving an engineer's report of failure to make time, charging it to the air brakes, or even offering that as an excuse for rough handling of train. Such excuses are seldom offered. It would be easier to assume the blame, or a share of it, or assign some other cause



for poor time, and there are a number that do contribute somewhat to that effect now and then, but to charge anything to the brake, unless the pump broke down, putting the whole thing out of commission, would be little short of suicidal. Mr. Turner also said, "In the attempt to put the brakes on lightly, hoping by that method to avoid shocks, insufficient reductions are sometimes made, with the inevitable result of stuck brakes," owing to a want of the necessary differential pressure for prompt releasing of brakes.

Here we again have Mr. Turner's acknowledgment of the ever present possibility of shocks taking place, and the effect of this fear of them on the part of the engineer causes him often to fail to make a sufficient reduction of brake-pipe pressure to get the best results in some other respects. What is the engineer afraid of? He is not surely alarmed as to his personal safety, but as the child once burned avoids the fire, he knows from past experience that it is a hard matter to prove himself innocent of any blame in the matter when damage or delay follows, hence his timidity in making the application.

The engineer in modern days has troubles enough without having to carry any blame that belongs elsewhere, and if the new clasp brake, or double shoe brake, which Mr. Turner recommends to correct the faults of the present system, can fill the bill, as we are assured it will, then the engineer will be relieved of one of his most annoying burdens.

### Something Wrong with the System

The coroner in rendering his decision, when fixing responsibility for a wreck on the New York Central R. R., at Waynesport, N. Y., in which Bro. Wm. Cutler lost his life, and fireman Leo J. Turcott was severely injured, justly said, "The New York Central R. R. Company was at fault for attempting to cross a freight train over the track occupied by a fast passenger train without taking additional precautions to that afforded by the automatic block signal system."

The first cry of the railroad and the

railroad press was that the crew of the passenger train were at fault for not reading correctly the caution signal a mile and a quarter before reaching the place where wreck took place.

Several factors contributed to the accident. The time for making the movement, while seemingly ample to the dispatcher, was reduced by five minutes by the freight having to wait that time for their flagman who was out protecting the rear of his train. The rules of every railroad company provide that flagman must protect the rear of his train if obstructing the main track, even in territory where automatic block signals are in operation, and this precaution was especially urgent on this night on account of the heavy snow falling, but why it was not considered necessary to exercise like caution to protect against the fast train on the track of which the freight was passing over remains to be told.

This wreck, like some others which have happened of late, serves to prove that as a safety measure in train movement the automatic block signal may be said to be largely a failure, and let us hope that the coroner's decision in this instance, which was evidently based upon a thorough insight into and understanding of the situation, will establish a precedent that will be followed out in like cases in the future, instead of resorting to the unfair practice of putting the blame on the engineer.

If it is not considered unsafe for a train to block a main track anywhere, even in automatic block signal territory, without the additional precaution of sending out a flagman, with all the necessary equipment, such as lamps, flags, torpedoes, fusees, etc., and to do so is regarded as a capital offense, punishable by dismissal from the service; then why can it be regarded as safe, or "safe enough," to obstruct the path of a fast passenger train with no protection but a block signal, which may be out, or obscured by snow, as it evidently was in this case, is difficult to understand.

The great Safety First Movement, so widely advertised, while not altogether a bluff, is evidently regarded as all right in its place, but its place is not where it

will restrict the movement of a fast passenger train, or even that of a slow freight in some instances, as was shown in the case at Waynesport, New York.

JASON KELLEY.

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### The Railroad Restaurant

In the rapid progress of the railroads, as evidenced by the million dollar depots, palace car trains, modern office buildings, and up-to-dateness generally in the matter of construction, there is certainly one flaw in the system which stands out too plainly in its contrast with its surroundings to be mistaken, or overlooked, and that is the railroad restaurant. Not the place where the traveler used to get his bun and coffee before the dining car was introduced, but the other kind, known in the parlance of the rail today as the "beanery," the "red onion," "boomer's roost," or the many other pet names bestowed upon it, since it has, like any down and outer, lost its social along with its commercial prestige.

Time was when the railroad man's restaurant had a standing in the community. It is within the memory of many of us when the quarter of a dollar we spent for a meal there was about the best bargain one could imagine for a hungry man, and the place usually possessed an air of thrift and cleanliness and even refinement that was refreshing as its home-made meals, which included all the best that was known in culinary art at that time, and there was a home-like air about the place that added much to its other good features. But such things, such restaurants, are of the past; lingering yet but in the sad memories of some of the older railroadmen of the present.

Often, yes very often, is the writer almost moved to tears of regret, as fleeting visions of the layouts of other days come crowding upon his weary mind, while trying to dissect the durable steaks of the restaurants of today.

There are several reasons for the decline of the railroad restaurant. Time was when it was located at a respectful distance from the track, while at present the expansion of the railroad is crowding it so close that you can feel the kick of a

bad driving box, or the knock of a back end on some passing "hog," and while balancing yourself on a dilapidated stool picking the cinders out of a bowl of mush, or your hair, and dodging the cuts some boomers may be shooting your way, you are often in a frame of mind to reflect on the causes which brought about such a complete decline of this once beloved institution, and ever you will come to the conclusion, if you are honest with yourself, that bad as it is, you are getting all the trade can stand for the price.

The price of almost everything in the world has grown larger in late years, excepting that of a meal in a railroad restaurant, and while one with a strong commercial instinct may feel that he is really making a bargain when he gets one for a quarter of a dollar (25 cents) he doesn't feel much of anything else of a satisfying nature, and he may be even denied the consolation of being able to truthfully say, "it might be worse."

JASON KELLEY.

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### The Automatic Stopping Device

There is no question about the value of an automatic acting system of some kind to promote safety of train movement. It is no reflection on the vigilance or intelligence of the engineer to recommend such a thing, and there is no doubt but that he would welcome its adoption. No one knows so well as the man in the cab the possibility of his getting by a signal without seeing it, or seeing it in a way not to read it correctly, or he will even concede that owing to a temporary distraction of mind through the demand for his immediate attention elsewhere, which is often decidedly urgent, he may fail to observe promptly, or at the proper point, what the indication of the signal calls for, and knowing this he would naturally favor anything that would cover such a deficiency.

But it is not only in cases such as the latter that the automatic stopping device is beneficial, for there are many occasions that the average engineer can recall where the possibility of his meeting all demands the service imposes and still

preserve the expected margin of safety to his train is questionable.

If a freight man, nearing the 16-hour limit, he may be too fagged to exercise the proper vigilance needed, and may even pass the signal under certain weather conditions that make it difficult to read it at a reasonable distance, or he may read it correctly, yet owing to a confused state of mind attending his exhausted condition may not act in accordance with the signal indications. Such things have happened, and it has also happened that signals have sometimes failed to indicate danger that would be guarded against by an automatic stopping device of some kind that would be engaged in action with the open switch, or derail, or other danger. There are features attending modern railroading that call for either a change in conditions or some mechanical aids such as herein suggested to widen the margin of safety in railroad transportation.

The fact is, we have reached the point where the human machine is overtaxed by the demands made upon it. Just stop for a moment and consider under what a handicap the engine crew of one of our fast flyers is working when driving through the rain, or snow, or fog, when one cannot see things distinctly the distance of the width of a city street. Then wonder if you can why the engineer occasionally gets by a signal, or reads it wrong. Yes, the service has outgrown the human machine; in the freight service by monster engines, and trains and long hours; in the passenger service by excessive speed and inadequate safeguards; so it is very natural to believe that the men in the cab who have to contend with these conditions will welcome the introduction of anything that promises more safety in the operation of trains.

There are a lot of fine-spun theories offered here and there by some who may not know any better, and by some others who should, which seek to explain the causes for failure of enginemen to correctly observe or obey signals, both wholly ignoring the limitations of the human element to contend with practical difficulties encountered in actual train operation.

A little less highbrow theorizing in accounting for what has happened and a little more practical recognition of the influences that have been mainly responsible would be productive of results that might not be consistent with high speed train movement, under all conditions, but would be more creditable at least when viewed from the standpoint of safety and fair play.

Too many real safeguards cannot be adopted, and an automatic stopping device would seem to fit pretty well into the general plan of present day railroading.

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### What's the Use?

An old-time section boss was called to the carpet for neglecting to protect his hand-car by a flag, with the result that the car was demolished by an express train.

After the superintendent had scored him severely for his violation of such an important rule as that of flagging when obstructing the main track, he then in a most impressive manner said: "Now what have you to say in your defense, Russell?" The culprit was stalled for a moment, but he saw a light, or what he thought was one, and with the air of one feeling wholly justified in his position replied: "Now Misther Ross, if Bill Dugan cudden see a hand kaar ferninst his two eyes on the mane track, how in the devil cud he see a red flag?"

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### Is the Full Crew Law Unfair?

There is much complaint from some railroads because of what they are pleased to term the burden of the Full Crew law. They complain of the unfairness of applying it in the territory where some of their divisions of road are located, using the argument that the money expended in conforming to the provisions of the law is a waste that might better be applied to providing much needed equipment and improvements in general, thus giving employment that would be of real benefit to the public and the railroad employees as well.

There is no doubt that there are some instances where the full crew require-

ment is not necessary, but there is this assurance, that when it is necessary it will operate to fill the bill. When it is left to the operating officials to say just when the service conditions call for a full crew they rarely find an occasion when it is necessary. It was a common thing a few years ago to see engine crews taking light engines over a division of road without even a flagman.

The number of occasions when proper train protection was impossible because of want of men enough in the crew to do the work of the train, according to the requirements of the company, quantity, time and safety considered, had become so numerous that something had to be done to give relief to the train employees, who were becoming overburdened with labor and responsibility. If anything like fair play was shown in the matter; if the railway officials had come half way, it would still be left to their judgment, likely, as to what would be the necessary complement of men to make up a full crew, as conditions of service required, but as in other cases of equal import, such as the adoption of safety devices, the railroads held back until compelled by the strong arm of the law to do that which it would seem they should, in the interest of safety and dispatch, have been willing to do without pressure from any source.

It is possible that the money spent in complying with the Full Crew law in some instances might be better employed, but would it be? Past experience has not been of a nature to inspire confidence in the railroad employees engaged in train movement that it would, and for the safety of the employee, as well as for that of the public, the Full Crew law is not likely to be modified to suit any particular location of road, for the very reasons that brought the law into existence.

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#### Getting By

It is an easy matter, after some things happen, to locate the blame. This is particularly true in railroading. The engineer, more often than any other train employee, or perhaps any other man in the company's employ, has this lesson

brought home to him now and then quite forcibly. In his case it's hell if you do and hell if you don't, so often that, standing as he does between fires of uncomfortable intensity of heat, he naturally leans toward the one of lower temperature, although it may often prove to be, as it frequently has, the most dangerous course to take. But it is human nature to avoid doing that which will bring positively disagreeable results and take a chance on the possible thing that may or may not bring disaster. We have all done it and are occasionally doing it yet. Of course the worst is bound to happen some times. We run a hot box until a journal burns off, to avoid a delay, we disregard a slow order to make up for time lost elsewhere, whether we are to blame or not, and we shave the margin of safety down to a shadow to avoid stopping for a signal that cannot be seen for a reasonable distance, for some reason, and we do these things not because they are easier to do, for they are often real blood-sweating, nerve-racking stunts to pull off, but we are following the natural law of moving in the direction of least resistance and taking a gambler's chance to win.

Call it recklessness or chance-taking, or what you will, but that will not cure the ailment. Remove the pressure for time-making as you would the pressure of a tight shoe on a tender corn and relief will naturally follow.

The engineers are not the hare-brained, devil-may-care, irresponsible crew the railroads sometimes try to make believe, when it comes to a showdown on the question of blame shifting, as, for instance, was proven in the case of the New York, New Haven and Hartford R. R. against Bro. C. H. Mansfield, where the veracity of the engineer was on trial against the reliability of an automatic signal, in which Brother Mansfield won out. No, the engineer and fireman occupy the positions of greatest danger of any one on the train, and as a matter of self protection would naturally exercise caution wherever needed were it not for the constant pressure for time-making, or responsibility for delays. The man who is "overcareful" is not the ideal

runner, even in the eyes of the official. To be the real goods he must be willing to take a chance now and then. If he wins he is all right; if he loses, he used poor judgment. A hot box will surely cause a delay if given attention, but it may go to the terminal without any delay or trouble, or it may ditch a train, but the fault-finding and endless correspondence following a train delay represents a system of nagging that is little less bearable than even a derailment, or anything in fact that is merely within the range of possibilities, so why not take a chance.

In figuring out a problem of any kind, it is not the thing that may happen that is given the most consideration usually, but that which is sure to happen, and on that same principle of reasoning we go under trees that are likely to be struck by lightning, taking a chance of sudden death to only partially escape a mere rainstorm, and also try to make meeting points sometimes when everything but hope is against us. ENGINEER.

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### A Railroad Fable

Once upon a time there was a young man who "took a position" with a railroad company as locomotive fireman. It was his commendable ambition to become an engineer, but he did not approve of the slow, tedious, not to say back-breaking process of working his way to the goal of his ambition by serving the regular apprenticeship of three or four years with the scoop. He was too wise for that. There being other shorter ways to promotion in those days before the men commenced to "meddle" with the management of their own affairs, he chose one of the very shortest and went ahead like a house afire. He commenced on a switch engine, but, in due time, according to his calculations, ran the whole scale of promotion up to firing the express, and from that to the right side of an engine in the through freight pool. Of course there were other young men in the same line of work whose rights this "boy wonder" was taking unto himself, but he openly boasted that it took some men three or four years to learn to run a locomotive while he could soak it all up in

less than one-third of that time. Also, some of the officers seemed to have the same opinion, for they were responsible for this young man's being boosted so fast and so high, but later developments proved they overlooked a bet or two.

We have already remarked that the young man with the skyrocket promotion graduated into the through freight pool. Now any of my gentle readers who have had experience in that particular branch of the railroad game, where no one owns the engines, will agree with me that there is no place on earth where a man can do more honest penance for his sins than right there; and, as the greatest sin known to the rank and file in the engine or train service is that of seeking the rights of others, you can see why the subject of this sketch had much to atone for.

We will spare the reader the harrowing details of this young man's experience by merely saying that he started right from the scratch to beat the records of all the "old stiffs" on that line of road; he also received much patting on the back from interested officials who raised this mushroom growth engineer and were proud of their work. But soon the test began to show. Things did not seem to break right for the "boy wonder." The trains were too heavy, so he told the M. M., the engines were not in good shape, so he told the train department. At any rate it was apparent to everyone that the tonnage rating for our hero was excessive, or the grades too steep, judging by the number of times he stalled, and the division too long, as shown by the frequent instances where he had to give up his train on the road, or be towed in. Something had to be done. The division could not be made shorter, it being one of the middle links of a big system; the grades could not be reduced without enormous cost, while the condition of the power seemed to be good enough for the other ordinary Toms, Dicks and Harrys on the line, so the logical conclusion was reached after a long list of mishaps and failures that it would be the best to eliminate the young man from the service, a conclusion that was hastened somewhat by advices from

the general office, and it was accordingly so done.

#### MORAL

You can send a man to bat ahead of his turn but you can't make him hit the ball.

JASON KELLEY.

### Inconsistency of the Railroads

The strenuous opposition of the railroads to the adoption of the high-powered headlight, as was evidenced in the recent discussion at Washington on that subject, is in keeping with their general attitude toward some other things of direct concern to the engineer, and the public as well. With the oil headlight, when 100 percent efficient, there was no fault found, but the trouble was in getting the railroads to maintain the headlights in such condition.

We have the same illustration of the indifference of some railroads as to the general upkeep of the power. The tonnage rating of the engines is based upon 100-degree locomotive efficiency, but the engines are often permitted to fall far below that mark, with the result that the comfort and often the safety of the employee, as well as the safety of the public, is endangered.

The representatives of the different departments of the railroads meet to discuss ways and means to correct existing conditions, and they advance no doubt feasible theories for betterment in locomotive operation, but the expected results are woefully lacking, from the engineer's point of view, and he is surely in a position to see and feel the result of things as they really are, however adroit the railway officials may be in making them seem otherwise.

The headlight rule fixed a minimum below which the power of the headlight cannot go without violating the law, which violation calls for the payment of a fine. If a similar rule could be applied to the upkeep of the engine it would be a boon to many who have to struggle and worry and suffer suspension and even dismissal through failure to render 100 percent service with power unable to meet the demands for time and tonnage.

ENGINEER.

### The Automatic Stoker

When the automatic stoker will have become a general fixture in locomotive operation, it will certainly demonstrate its value in ways not so clear today to the average person. The first thing it has to contend with, even after it has itself become perfected, is the obstacle of first cost. In recent years railroad properties have seemingly been run on the principle of "getting the best out of what we have," so, although the adoption of the stoker is pretty well assured where the engines are of monster size, it will be slower to be applied to the smaller locomotives which can be hand-fired.

But taking either view of the subject, from the standpoint of economy as well as for its influence on the human factor in locomotive operation, the automatic stoker looks good from both angles. The higher average percentage of locomotive efficiency it affords is all that need to be presented in support of its position as an economic feature, but there is another and more important thing to be considered in its favor. The fireman of today is the engineer of tomorrow, and the growing demand for greater speed, greater tonnage and monster engines calls for engineers possessing a degree of intelligence necessary to qualify for the increased responsibilities of the future, and any invention that will eliminate the drudgery incident to hand-firing locomotives of any size will pave the way for a more intelligent class of young men to enter the service than is otherwise possible.

Firing the locomotive has been, and is today, such a strenuous occupation that the average fireman doesn't care whether school keeps or not. In such a state of affairs a man is not amenable to strict discipline, nor has he the interest in matters relating to the finer points of locomotive operation that he should and would have in more favorable surroundings, with the result that the ideal conditions which should exist, particularly as they relate to the training of the apprentice engineer, are woefully lacking.

If material for firemen is to be chosen

with a regard to their ability to stand back-breaking service they must endure, rather than with a view to their capacity for the increased responsibility following their promotion later, as evidenced by the hesitancy of the railroads to adopt the stokers, then the railroads are getting what they are bargaining for, if not what they actually need.

JASON KELLEY.

### Setting the Pace

The margin of safety in train movement in so far as the engineer is concerned varies somewhat. This is very reasonable to expect. There naturally is a difference in the skill of men and their capacity for doing various things or performing service of different kinds. This is especially true of the locomotive engineer. His duties cover a rather wide range. To be a successful runner he must have a practical knowledge of the several branches relating to locomotive management and train handling.

These include all that relates to steam making, upkeep of engine and operation of and handling of air brakes. He must cultivate good judgment as to speed, the work his engine is capable of doing under conditions that may arise when it's all up to him. He must have a thorough knowledge of train rules, keep thoroughly posted on all bulletins concerning the movement of his train, and with all this, he must be prompt, self-sacrificing and eternally vigilant if he would succeed.

But in addition to these requirements, there is another quality, an inherent one, which cannot be cultivated—the physical makeup of the man himself. There are men who can carry a responsibility easily that would overburden others, though they might be practically equal in all other respects. There are engineers who can drive an engine through with a big train and do it consistently under all conditions with something to spare for safety, while there are others who in trying to measure up to the same high mark of service are at the limit of their ability, with the margin of safety considerable narrowed. Where trains are run on schedules that are well within the capacity of the engines, to make this difference is not so marked, but if the trains are unusually heavy, or the time extremely fast, the test brings out the disparity between the ability of the different men.

It is too often the practice of the transportation officials to use every means, some of which are questionable to say the least, to compel a fixed amount of time made up on fast trains on certain divisions of road. There are men who can meet the requirements, and some who appear

to do so, but between the performances of these there is a vast difference in the margin of safety of their trains. The one engineer may observe every rule of safety, have full control of his train at all times where emergencies are likely to arise, absolute control of himself so as to act promptly and with good judgment to meet them, while the other fellow, at the extreme limit of his physical and mental resources, must needs have the desire to make the time, at any hazard, ever uppermost in his mind. With nothing to spare for caution where his judgment tells him it should be exercised, even if the rules don't require it, the latter type of runner is likely to meet with some experiences that may be classed as unavoidable, or at least are not charged against his record, that the other runner will avoid.

This difference in the ability of engineers is not at all surprising; it may be found among men in any other occupation, but it is more marked among engineers, they being compelled to measure up to certain demands of service that often calls for all there is in them in the way of physical and mental effort to overcome conditions not provided for in the making of schedules of the trains they haul.

It is well for the train department to recognize this fact, for it is better to measure the demands for time to fit the average man than the one who sets a pace dangerous for the other to follow.

JASON KELLEY.

### The Pay Car

With the passing of the pay car there went out of existence one of the very oldest traditions of the railroad. No doubt you all have noticed the general good feeling that pervaded the atmosphere at the terminal on pay car day, and the pay day smile was more than a name, it was a reality. The bigger the pay, the broader the smile; but whatever the amount, all seemed to share a measure of good feeling on that occasion that was absent at any other time during the month.

There are some things connected with the present check system which are admittedly superior to the old way of "hanging 'round" for the pay car, but there is one day less of sunshine in the month, for the arrival of the pay car was an event in our lives that was ever associated with a feeling of good cheer, but like the wood-burners and the diamond stacks and other features of bygone days it has been lost in the shuffle of general progress.

JASON KELLEY.

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## What Labor is Asked to Give Up

The fight of a century which labor has waged to secure the decencies of life may be seriously jeopardized by the war. The strike is a recognized weapon of defense. Waiving this right during these present stressful times is an act of patriotism that has not received due recognition. The next step will be the acceptance of the open shop. Lack of organized forces will doubtless make this a necessity. The displacement of men by women workers is already beginning. Conscription will further increase this. The cupidity of the employer will work its will in forcing lower wages on women employees. This will tempt their retention on the return of peace. The industrial organization made necessary by war tends directly to wrest from labor the victories it has gained. Labor is in no mood to tread the same weary path from its rights, its dignity and its rewards. Labor shall have given more generously of its blood than capital in a war of any duration. Shall it then be mulcted for its patriotism? We are promised a measure of conscription for capital. Let it be as onerous as that demanded from labor. But let enlightened legislation safeguard the precious victories of labor. Let the truce of war be the safest guarantee that at the resumption of peace organized labor will be no worse off than when it entered the struggle. — *New World*.

## Tend to Your Knitting, Farmers are Advised

The *Farm Educator*, published in the interests of organized farmers, prints the following editorial, which may be remembered with profit by trade unionists:

"The trouble with every farmers' organization ever launched has been that the farmers have allowed non-farmers to come in and usurp control of their organization.

"Some of us wonder why the union has not more influence today in shaping legislation for the interest of the producers.

One need not go any farther back than the recent convention to find the reason. Practically all of the first day was devoted to attending to other people's business, and many of the delegates went home before the meeting got down to the farmers' business.

"True, each subject discussed affected the farmer, but it affected him as a citizen, not as a farmer. The union man ought to interest himself in every one of the subjects, but not as a union man. We have enough to do to look out for legislation which affects us as farmers, such as marketing, freight rates, farm loans, etc.

"The trouble with us is that we muddle in so many affairs in behalf of other interests that we lose the respect and confidence of the men elected to represent us at the national and state capitals. When we learn to drop outside issues and go to work in dead earnest for our own interest and nothing more, we will get what we want." — *Weekly News Letter*.

## 3,000 Workers Locked Out

Textile employers of Chattanooga, Tenn., have locked out 3,000 employees who were found to be getting interested in trade unionism. This city has been advertised as "blessed with cheap labor," and mill owners, backed by the Tennessee Manufacturers' Association, seem determined to maintain that reputation. The United Textile Workers has taken charge of the victimized workers. — *Weekly News Letter*.

## Secretary Wilson Has No-Strike Plan

A bill designed to prevent a tie-up of interstate transportation facilities through strikes and lockouts, not only during war but in times of peace, has been sent by Secretary of Labor Wilson to United States Senator Pittman, chairman of the special senate committee investigating the street car strike in Washington, D. C.

The proposed law provides for the creation of a United States industrial adjustment commission, to be composed of nine members appointed by the President. Three members are to represent the wage-earners engaged in interstate transportation, three to represent interstate trans-



portation interests and three to represent the public.

The commission shall have jurisdiction in all cases that threaten interruption of interstate traffic. Hearings shall be held, witnesses summoned and awards made, which may be appealed to the courts. The orders of the commission shall have the same force and effect, both upon the employers and wage-earners, as would a contract made between the same parties. United States attorneys are empowered to enforce the decision on behalf of wage-earners.

While the commission is investigating a difference it shall be unlawful for employers and employees to make any contract, oral or implied.

Section 12 of the bill expressly stipulates:

"That nothing in this act contained shall be held or construed to require a wage-earner to render labor or service without his consent, nor to prevent such wage earners, either collectively or individually, from ceasing work and abandoning their respective employment, nor to require an employer to continue in employment or refrain from dismissing any wage-earners, either as individuals or collectively."—*Weekly News Letter*.

### The Flag and the Living Wage

BY GRACE SCRIBNER

For The Methodist Federation for Social Service

"Does the flag on the roof of the store or factory justify keeping the girl working at less than a living wage in the basement?"

"A bit of bunting costs only a few dollars. A living wage to employees may cost thousands during the year, but it is right, and just as called for as is the flag.

"The American flag means more than a willingness to die on the field of battle. It means justice to men, women, and children, at home and abroad. Less than a living wage is neither just nor in keeping with the American flag."

So says an aggressive religious publication carried on by a federation of churches in a Southern city.

The question of wages in the ordinary trades and industries may have scant

attention during the period of the war. But the question of wages in the war industries cannot be kept hidden.

So serious did it become in France that women workers formed an intersyndical committee whose business it was to take action against the exploitation of woman labor. The committee felt impelled to give its reasons for this proceeding in a time of national peril. The reasons given were:

That women called to take the place of men must demand equal pay for equal work—

Because it is the most elementary justice that labor be paid for on the basis of value and not on the basis of sex.

Because personal interest and welfare demand it.

Because duty to other women workers compels such action. If the wages of a trade are lowered in one place, the whole industry is affected and the standards of thousands of women must suffer.

Because duty to the fighting men dictates it; when the men return from the front at the close of the war, they must not find that their standards have been broken down by the women who have taken their places.

Commenting upon the report of the British Health of Munitions Workers' Committee, Henriette R. Walter of the Russell Sage Foundation says:

"The most immediate problem facing British labor at present is the question of wages. The cost of living is soaring and wages in many cases have not kept pace, notably among the women." She then cites the effort of the British Government to meet the situation. It authorized the minister of munitions to enforce a minimum wage for munition workers; but this left the women unprotected until a later order was issued to do away with the sweating of women in the munitions industry. Meantime, prices have increased until the wage now paid women, measured by its purchasing power, is one which is generally recognized as a sweated rate.

Our own Government recently called for a large number of women workers to go into munition factories. The wages offered to them were much below the standard paid to men for doing the same

grade of work, the maximum for the women being the minimum for the men.

The question cannot be evaded in this country. It will arise. The national conscience must stand behind the workers who demand a living wage in war time. When the nation is at war, it is no time to talk of rights, that is true; but in the best interest of the national life, its human material must be conserved. Requiring wage-earners to show their patriotism by lowering standards which do not admit of lowering without injury to health is the sheerest folly.

The church must make its influence felt here. When the country is fighting for a great democratic ideal, the leaders of religion must see that that ideal is not endangered at the home by weakening the patriotic spirit of those upon whom the heaviest burdens of the war must in any event inevitably fall.

### Tin Can Patriotism at Albany

Tremendous opposition to the Brown bills, giving the State Industrial Commission authority to suspend the New York labor laws during wartime, was revealed at a hearing held in Albany, May 23, before Governor Whitman. Trade unionists, women of wealth and prominence, social workers, doctors and lawyers came together to protest that no war shall be prosecuted at the expense of women and children. The bills have been passed by the legislature and are before the Governor for signature.

Besides the wave of popular feeling against abrogation of the labor law, the hearing likewise disclosed beneath the ardent patriotism of Senator Elon Brown, who framed the bills, a desire to resurrect the good old days when New York canners were unhampered by labor regulations. Ever since the labor law was amended in 1913 to include canneries, Senator Brown has made this attempt. Each time he has been defeated. This year, under the guise of national emergency, he has all but succeeded.

Although one Brown bill would permit the Industrial Commission to waive provisions of the labor law for persons engaged "in work or employment connected,

either directly or indirectly, with the prosecution of the war or with preparation therefor, or for the relief of public necessity occasioned by the war," Senator Brown himself spent most of his eloquence at the hearing on the food situation. "Hundreds of dollars' worth of food went to rot last year," he said, "because of the laws that stand in the way of efficiency." And he added that it was terribly necessary that laws regulating hours and night work be relaxed in certain industries — "canneries, for instance."

But while Senator Brown specialized on agriculture, other industries were not neglected. Printing and subway digging were shown to be war industries "which needed relief," as the bill proposed. Representatives of the State Manufacturers' Association and a score of Chambers of Commerce predicted a shortage of labor that would result in "our boys in the trenches being killed, starved or frozen unless some way of speeding up supplies were devised." — *The Survey*.

The law was passed by the legislature, but the *Weekly News Letter* of June 9 says that Governor Whitman has vetoed the Brown bill, passed by the last legislature, who said:

"If we are to attain the greatest measure of efficiency in our preparation and in our prosecution of the war, we must not permit our people who are engaged in industrial pursuits to become apprehensive that the standards erected for their protection will be set aside or permit heavy burdens to rest on those least able to bear them." — *Weekly News Letter*.

### The Right to Work

DECISION BY THE SUPREME COURT OF MASS., BY ROBERT LAFOLLETTE, WISCONSIN SENATOR

The supreme court of Massachusetts recently decided in the case of John Bogni et al. versus Giovanni Perotti et al. that the right to work "is property. . . . It is as much property as the more obvious forms of goods and merchandise, stocks and bonds."

Thus the highest court of one of the thirteen original States holds that labor

is property. The State that led in the movement to write the principle of equality into the fundamental law of the land now makes denial of the intrinsic doctrine of the Declaration of Independence.

The right to work is the right to live. "In the sweat of thy face shalt thou eat bread."

Labor cannot be property unless men are property. It is the exercise of power. The only way to possess labor is to possess men. That means slavery. The struggle of the Christian world has been to make men free and to keep them free.

The doctrine that labor is property was asserted as a dictum by the supreme court of the United States in the *Hatters' case*. It was abhorrent to the essential ideals of American liberty. A wave of protest swept the country. There arose an insistent demand for the enactment of statutes that should distinguish human power from property, work from chattels, merchandise and commodities, and that should define and forever establish the status of labor on the foundation rock of human freedom.

So the Congress of the United States in enacting the Clayton law specifically declared that labor is not a commodity or article of commerce; that to labor or employ labor shall not be held to be a property right, but a personal right, and so on.

This principle was made a part of the statutory law of many States, including Massachusetts. But the recent decision of that court nullifies the principle and holds the statute unconstitutional. Does any one fail to understand the effect of this decision: the supreme power lodged in big business, the crushing blow dealt to labor?

Massachusetts is not the only State concerned. Other cases will be speedily brought to test similar statutes enacted in other States as well as section 6 of the Clayton act. If the Massachusetts decision that labor is property is followed by the other States and by the supreme court of the United States it means virtually slavery for the wage-earners.

The thought is intolerable. The decision will not stand. It must not become a precedent. The American people will not submit to the yoke.—*Headgear Worker*.

### Devil Appears Musical

"In 40 per cent of the places I am called to, I'm compelled to settle some old choir fuss before I can proceed harmoniously with the meetings," declared Rev. Billy LaMance, revivalist, in the Ashtabula Gilmore Smith M. E. Church in a sermon on "Church Malice."

"If I were to play hide and go seek with the devil," he added, "I would station myself about two blocks from the church and, without hesitation, would rush right down to the church, through the aisle, over the platform, into the choir, and cry, 'one-two-three, Mr. Devil, I got you—you are it,' for you will find the devil in the choir more than anywhere else in the church."

With no singing at his revival meetings, how many converts would he get—in fact, how can one who says such things as the above, get any?—EDITOR.

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### Lincoln on Labor

An honest laborer digs coal at about 70 cents a day, while the President digs abstractions at about \$70 a day. The coal is clearly worth more than the abstractions, and yet what a monstrous inequality in price.

Inasmuch as most good things are produced by labor, it follows that all such things of right belong to those people whose labor has produced them. But it has so happened, in all ages of the world, that some have labored and others have without labor enjoyed a large proportion of the fruits. This is wrong and should not continue. To secure to each laborer the product of his labor, or as nearly as possible, is a worthy subject of good government.

As labor is the common burden of our race, so the effort of some to shift their share of the burden onto the shoulders of others is the great durable curse of the race.

The strongest bond of human sympathy, outside of the family relation, should be one uniting all working people, of all nations, and tongues, and kindreds.

These capitalists generally act harmoniously and in concert to fleece the people,

and now that they have got into a quarrel with themselves, we are called upon to appropriate the people's money to settle the quarrel.

The same spirit says: "You toil and work and earn bread, and I'll eat it." No matter in what shape it comes, whether from the mouth of a king who seeks to bestride the people of his own nation and live by the fruit of their labor, or from one race of man as an apology for enslaving another, it is the same tyrannical principle.

I believe each individual is naturally entitled to do as he pleases with himself and the fruit of his labor, so far as it in no wise interferes with any other man's rights.—Abraham Lincoln, in *National Labor World*.

### Want Wages Kept Down

The board of aldermen, Richmond, Va., has defeated a proposed ordinance that would impose a license of \$5,000 a year on labor agencies or any person engaged in securing workmen for employment outside the state.

Trade unionists opposed the measure on the ground that it was intended to practically make it a crime to induce workers to leave the state. They took full advantage of the statement made by representatives of the chamber of commerce that "the purpose of the ordinance is to keep wages down by prohibiting laborers from leaving the state to secure employment in other states where wages are higher.—*Weekly News Letter*.

### The "Kept Press" No Joke

In the House of Congress, Feb. 9, 1917, Representative Oscar Calloway of Texas, by unanimous consent of Congress, introduced into the Congressional Record the following statement:

"In March, 1915, the J. P. Morgan interests, the steel, shipbuilding, and powder interests, and their subsidiary organizations, got together twelve men high up in the newspaper world and employed them to select the most influential newspapers in the United States and sufficient number of them to control generally the

policy of the daily press of the United States.

"These twelve men worked the problem out by selecting 179 newspapers, and then began, by an elimination process, to retain only those necessary for the purpose of controlling the general policy of the daily press throughout the country. They found it was only necessary to purchase the control of twenty-five of the greatest papers. The twenty-five papers were agreed upon; emissaries were sent to purchase the policy, national and international, of these papers; an agreement was reached; the policy of the papers was bought, to be paid for by the month; an editor was furnished for each paper to properly supervise and edit information regarding the questions of preparedness, militarism, financial policies, and other things of national and international nature considered vital to the interests of the purchasers.

"This contract is in existence at the present time, and it accounts for the the news columns of the daily press of the country being filled with all sorts of preparedness arguments and misrepresentations as to the present condition of the United States Army and Navy, and the possibility and probability of the United States being attacked by foreign foes.

"This policy also included the suppression of everything in opposition to the wishes of the interests served. The effectiveness of this scheme has been conclusively demonstrated by the character of stuff carried in the daily press throughout the country since March, 1915. They have resorted to anything necessary to commercialize public sentiment and sandbag the National Congress into making extravagant and wasteful appropriations for the Army and Navy under the false pretense that it was necessary. Their stock argument is that it is 'patriotism.' They are playing on every prejudice and passion of the American people."

It is worthy of note that not one daily paper in the country excepting solely those controlled by organized labor and the socialists published even a criticism of the statement of Mr. Calloway. They might have passed it by with the asser-

tion that it is of no consequence and that the gentleman is talking through his hat—but they did not. They sedulously and effectively suppressed any mention of the occurrence, and it is only through the labor press that the fact that such a statement was made and was unchallenged is being made known. — *Seattle Union Record*.

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### Railroads in War Time

From the beginning of America's preparations for entering the war of the nations the importance of the transportation problem was apparent to everyone. This was part of the lesson taught the United States by the belligerent powers. In the common interest it was essential that the railroads be operated in such a way as to bring the highest efficiency. Anything less would constitute loss of national power in some degree.

So the railroads' war board was organized under the council for national defense to operate all the roads of the country so far as possible as one system, to adjust their services to conserve fuel supply and to increase their capacity as a whole. With some of the plans designed to accomplish these ends the public is already familiar. With others it will become acquainted as the war continues.

Individual roads are now urged by the board to consolidate through passenger trains where practicable, and to eliminate trains not well patronized; to reduce the number of special trains and give up running excursions; to substitute where possible mixed train service for separate passenger and freight service on branch lines and reduce their number where feasible; to reduce luxuries like observation cars and over-elaborate bills of fare on diners; to move company freight on underloaded trains and store fuel in slack times. These and other recommendations look toward making the railroads of America more useful public servants in time of stress.

Already in certain places the public is beginning to realize some of the effects of this policy of railroad readjustment. So far, seemingly, there has been a minimum of protest. The plan needs to be

operated with wisdom; certainly, a policy of vigorous retrenchment has in it possibilities of harm unless the public interest be protected. But in most of the respects noted the people will be glad to accept a railway service somewhat curtailed in order that transportation lines may be made more effective agents of the national purpose in the war.

Much has been accomplished already in the direction of bringing the railroads into line with the national defense; yet it is probable that the possibilities in this direction have scarcely been touched. Americans have a good deal to learn about railroading in war time. — *Plain Dealer*.

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### Doings of Our Country

Railroad interests throughout the country are lending whole-hearted support to the movement for the development and encouragement of patriotism, loyalty and faithful service, which has been well advanced by the National Americanization Committee, and this work is now being supplemented by the *National Committee on Patriotic Literature*, with headquarters at 461 Eighth Avenue, New York City.

Of the many interests engaged in furthering the movement, the railroads are taking a leading part. Heading the National Patriotic Committee is Frank Trumbull, chairman of the Railway Executive Committee for the United States, while the treasurer is Wm. Fellowes Morgan, president of the Merchants' Association of New York. Other members of the Committee are Clarence H. Mackay, Rodman Wanamaker, Raymond B. Price, Miss Frances A. Kellor, Mary Harriman Rumsey, Mrs. Vincent Astor, Mrs. Daniel Guggenheim and Mrs. Cornelius Vanderbilt.

Evidence of the widespread interest in the Committee's work is shown by the great demand among employers for the first of the Committee's pamphlets, "Songs of Our Country" and "Your Flag and Mine," one million copies of each of which are now ready for distribution. The demand, while confined to no particular class, is especially noticeable among those employers who realize fully the industrial problems involved in the

presence in the United States of so large a population of foreign-born citizens.

These two booklets, one giving the story of the flag and the other the songs of our country, are the initial step in the campaign of the Committee to encourage patriotism. The booklets fit into a man's pocket, yet they contain information of value to millions of Americans as yet unfamiliar with the words and tunes of our National songs and the glorious history and symbolism of the Stars and Stripes.

"Your Flag and Mine" tells simply and concisely the story of the American flag, its origin, its history and its message to Americans today. It is artistically covered in colors and appropriately illustrated throughout.

"Songs of Our Country" contains the words, music and history of the leading National songs. It is beautifully covered in colors and is well suited for use in the home as well as in public gatherings where the country's songs are sung.

Several members of our Committee furnished the necessary funds for the preparation and printing of the first edition of "Your Flag and Mine" and "Songs of Our Country," and also for the free distribution of about 40,000 copies, which have already been sent out.

The general method of distribution is to sell the balance of the first edition at \$25 a thousand or \$3 a hundred, and to use the money received for printing further editions.

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### Financing the Cost of the War

To all General Chairmen, Lodges and Divisions of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and Brotherhood of Railroad Trainmen.

Dear Sirs and Brothers:

The members of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, with a total membership of over four hundred thousand, through their chief executives

desire to call your attention to the financing of the cost of the war and wish to submit to you the following:

We do not believe the incomes or salaries of working men who are drawing less than two thousand dollars per year should be taxed while at the same time they are required to pay a tax on the necessities of life. We believe that the proposed tax on corporations contained in the plan that was enacted by the House of Representatives should be very materially increased.

We are also opposed to any radical increase in postage, especially as contemplated by the zone system. The members of these railroad organizations are fraternal in character and do not publish their magazines for profit but merely to distribute among their membership. Inasmuch as our insurance department depends on the monthly publication to advise all of its members as to their assessments, the amount of claims paid, and other matters pertaining particularly to their insurance, we feel that this of itself would be a great injustice to our membership.

Again, the thought might be suggested that as the nation at this time depends more than ever on its educational facilities it would not only be shortsighted but almost criminal to take from our members the advice that we feel should be given them for their own information and general education through our official publications, and which we also believe will lend its full share of assistance to the Government itself.

The organizations are prepared to do all in their power to support the American Congress in securing an adequate finance plan. We do not believe in making any law confiscatory, but we are opposed to conscripting the working men under the selective draft which conscripts his income as well and at the same time increases the tax on the cost of the necessities of life, and then if he should live to return from his service in the field or navy, he and his children for the next hundred years must bear the burden of the costs of the war.

In looking over the net profits of the American industrial corporations for the

last three years, you will note the enormous profits that have been made by them, and if the war is to continue the same great industries will receive additional profits. Upon reliable information we are advised that the United States Steel Corporation for 1916 had net profits of \$271,531,730, and if the information above stated is correct, it means that their profits for 1916 increased \$195,697,-897 over those of 1915.

In every war it has been the common people who have defended their country, and it is the common people who pay the largest proportion of the expense to maintain it in time of peace. Therefore, we believe if the working men have to fight in the trenches in a foreign land to establish the principle of democracy or remain at home to keep the wheels of industry moving, in order that those fighting may be amply supplied with munitions, etc., the individuals or corporations who profit through these channels should pay a large proportion of the tax necessary to maintain the war.

We suggest to every member that you write your Congressman and Senator, thereby using your influence toward having the necessary tax placed upon the incomes of the corporations that are making enormous profits out of the existing conditions due to the war.

We feel we are quite within our rights when we insist that the other fellow that finances the enterprise come under the authority of the Government and do his bit. If we give our lives it seems reasonable that he be made to give his treasure. It is not meant that he be robbed any more than it is intended that every workman be taken to the firing line, but it is expected that his profits will not continue to be an unnecessary burden on the back of the man who is doing the fighting.

Yours fraternally,

W. S. STONE,  
Grand Chief Engineer, B. of L. E.

W. S. CARTER,  
President, B. of L. F. & E.

L. E. SHEPPARD,  
Acting President, O. R. C.

T. R. DODGE,  
Assistant to the President, B. R. T.

### Press Notice

Many misunderstandings have arisen with regard to the Official Bulletin, Washington, D. C., which is being issued by the Committee on Public Information under order of the President. This publication is *not* a newspaper in the accepted sense of the word. Its single purpose is to assure the *full* and legal printing of the official announcements of Government heads in connection with governmental business.

Exclusive publication is not its thought or ambition. It will not interfere with the legitimate functions of the press, nor will official news be withheld in order to give the Bulletin any special news significance.

The Bulletin will contain proclamations and executive orders of the President; rules and regulations promulgated by the various departments; administrative orders; official statements of policy or of facts issued by heads of departments and government officials; statutes relating to war matters; and other matters for the information of the public.

The Official Bulletin is sent without charge to the President of the United States; to the members of the President's Cabinet and officials of all Government departments; to the members of Congress; the American and the foreign diplomatic and consular services; officers of the army and navy; every postoffice in the United States (to be posted daily); governors of all States; mayors of all cities; all daily newspapers and press associations of the country; all magazines; colleges and universities; chambers of commerce and boards of trade; and other public institutions.

To the general public, and to private institutions, a charge of \$5.00 a year will be made, as the provisions under which the Bulletin is published make it impossible to distribute free copies. Necessarily the issue is limited, and were there no other binding restrictions a mechanical impossibility would prevent a general free circulation. Therefore the Committee will follow the plan approved by law for the sale of the Congressional Record.

### Why Labor Leaves the South

Employers in Birmingham, Ala., can testify to the truth of the old adage, "Chickens come home to roost."

For years they have advertised the Birmingham district as possessing the "cheapest labor in the country." Their purpose was to "build up the town." But Northern employers have come into this district and are offering \$2.50 for an eight and 10-hour day, against \$1.50 for the 10 and 12-hour day of local employers. Result: Pleas by employers to solve the riddle, "Why does labor leave the South?" — *Weekly News Letter*.

### Fines of \$171,000

Fines totaling more than \$171,000 were assessed by Federal Judge Landis against Swift & Co., packers, Chicago, and a number of railroads convicted of violating the interstate commerce act.

In most of the cases the charges were rebating or shipping less than carload shipments at carload rates.

Swift & Co. were fined \$60,000, the Pennsylvania Railroad \$20,000, the Elgin, Joliet & Eastern Railroad \$20,000, and the Pittsburg, Cincinnati, Chicago & St. Louis Railroad \$20,000 in one case and \$50,000 in another.

In addition, fines ranging from \$100 to \$1,000 were assessed against the Chicago & Northwestern Railroad, the Indiana Harbor Belt Railroad and the Chicago, Milwaukee & St. Paul. These fines were in most instances for failure to comply with the law against permitting live stock to remain in freight cars more than twenty-eight hours at a stretch, without attention. — *Cleveland Plain Dealer*.

### Guard Kills; Company to Pay

A Federal jury has found the Memphis Street Railway Company of Memphis, Tenn., guilty of violence in attempting to destroy the Street Car Men's union, and has ordered that it pay W. P. Benson \$7,250 for the death of his brother, J. C. Benson, who was shot last July by W. A. Dillon, one of the company's guards.

Suit was started for \$50,000 damages on the ground that a conspiracy existed with certain guards, among them Dillon, to "kill, beat and and run out of town" any persons employed by the car company who wanted to join the Street Car Men's union, which was being formed at that time.

Dillon and seven others were recently convicted in the Shelby county criminal court on charges of manslaughter, a jury having found them guilty of killing Benson. On his deathbed Benson, who was a motorman, declared that Dillon shot him. At the trial Attorney Anderson flayed officials of the company for their methods in attempting to break the strike of employees who were asking for better working conditions. The company made no attempt to shield its thugs, but denied any connection with the murder. — *Weekly News Letter*.

### Make Lawyers and Promoters Work

Rather than have women take the places of men gone from industries to the army, the Scranton, Pa., Central Labor Union has gone on record as favoring the employment of lawyers, promoters, real estate men, newspapermen and other nonproducers as manual labor.

"Let them take off their business garb and dig into the hard work for the sake of the country," S. J. McDonald, president of the union, argued.

"There are 400 members of the Lackawanna county bar," said McDonald, "with backs as broad as hodcarriers, who are wearing out shoe leather trying to get a dollar some other man earns and who are wearing out their lungs shouting patriotism. Why don't these men take a pick and shovel and go into the mines to help the country?"

"Why don't the real estate brokers, promoters, newspapermen and other nonproducers get to work at manual labor instead of standing back watching the women do it?"

The union has taken the position that in any industry where women take the place of men, the women shall receive the men's wage rate. — *Philadelphia Progressive Labor World*.



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THE GARDNER  PRINTING CO.  
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JULY, 1917

## Liberty Bonds

Nearly all the organizations representing the people who earn their living by "the sweat of their brow," believing in the safety of Government bonds, and feeling that it is a loyal duty to invest their surplus in them, are buying with such surplus as is not likely to be needed in the near future. The Grand Officers of the B. of L. E. have joined the host of buyers to a reasonable extent, and we want to express the hope that our members in every state and locality have or will add their mite to the purchase of some denomination of these bonds. We want it not only demonstrated that our members are desirous of helping the Government with means to conduct the war entered into, but to feel that all who can are taking advantage of the opportunity to lay by extra dollars for whatever contingencies may confront them coming from the consequences of war. Every-

where where there is a banking institution, one may buy any sized bond he or she thinks can be paid for within the year, and we believe most of the railroad systems are ready with the same kind of help to save your surplus earnings, or such part as you can make surplus by a little extra frugality. A \$50.00 bond calls for one dollar a week, and \$100.00 two dollars a week, and the same ratio for other amounts. They are unquestionably safe, pay fair interest and are non-taxable, so they become an extra means of saving, a good financial investment and show a loyal attitude toward the Government in its effort to establish a world democracy.

## Secretary Wilson's Non-Strike Plan

Secretary of Labor Wilson's proposition for a United States Industrial Adjustment Commission composed of nine members appointed by the President, composed of three wage-earners engaged in interstate transportation, three to represent transportation interests, and three to represent the public, was alluded to briefly in the June number, when we supposed it was limited to the war period, and did not look particularly objectionable, but as presented in the *Weekly News Letter* without limit (see Digest Department), it would stand in peace or war, and would negative the power of organized labor to make any demands for redress except through the proposed commission which might stand six to three in opposition to any demands for betterments.

While we do not question the good intentions of Secretary Wilson, we do not approve of the measure which we believe is equivalent to compulsory arbitration, and we believe that all classes in interstate traffic employment should use every effort they possess against such a measure, and that all classes of organized labor should put in a vigorous protest, as, if such a law is passed by Congress, the law will doubtless reach out to cover every class of labor.

Our serious objection to the Secretary's proposition is the compulsory feature which, if adopted, will be always with us unless we head it off before it becomes

law, and stands in the way of the one principal feature of organized effort, the power to better the conditions of its members.

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### Railroad Efficiency

In an editorial from the *Cleveland Plain Dealer* which will be found in the Digest Department, efficiency in railroad practice is discussed from the standpoint of war needs and its influences. It points to several means of reduced cost of operation suggested by the National Committee, among which is the elimination of some of the luxurious equipment, the result of competitive conditions rather than profit, also the consolidation of passenger trains, eliminating those not well patronized, some of which were put on on petition of supposed patrons, and then could not be taken off without either a fuss with those who had been accommodated by them, or a calamity like a war; and suggests mixed trains on branch runs, etc. These suggestions in practice if adopted to any great extent would put a proportionate number of engineers back in freight service, not pleasant for those affected, but it is evident that economy will be demanded before the Interstate Commission allows a 15 per cent advance in freight rates, so we may expect many changes not pleasant to some of our members; but these are war times, and we must conclude to fit in to the needs of war.

There is, however, another interesting feature. We have the conditions of service emanating from the Adamson law, and the railroad managers are claiming that it cost so much additional that they must have the increase in freight rates in order to pay what has been added to our salary list; so the conditions which may change our working conditions to some extent are making the traffic manager get into the field of efficient management, to eliminate the superfluous, and expedite the business of transportation in every way, a condition that would not have come only for the demands of the Government; and we are satisfied that with more efficient management, quickening freight service in har-

mony with the Adamson law and getting rid of much of the overtime cost, getting a better movement out of freight cars and their locomotives, they will demonstrate that the new conditions of payment for service will prove a financial benefit, the shipper better pleased and the welfare of all conserved. Eliminating stock speculations and an honest endeavor to master the transportation problems will result in a common benefit. The overtime based on 12½ miles per hour which created so much antagonism will fade away as the good results come to light by putting it into practice.

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### What Efficiency Does

The Chicago, Rock Island & Pacific System was mired in the slough of bad management and speculation, and put in the hands of a receiver in such financial condition as to be almost hopeless of financial recuperation. But with speculation eliminated and efficiency applied under the energetic receiver, John M. Dickinson, former Secretary of War, this system has been put back into the column of legitimate business, able to pay its own debts without a sale and consequent great loss to all small stockholders. If this can be done with an honest and energetic receiver, there can be no excuse for putting the property in need of a receiver, if speculation and speculation are eliminated, and efficient management substituted. The lesson taught by the Rock Island and New Haven Systems and the needs of the war will doubtless result in great benefit to these properties, the public, and those who render service for these properties which claim that the salary list is the means of their financial distress.

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### The Full Crew Law

Among the efforts to break down salutary laws for the protection and betterment of labor which have been enacted in many States through the influence of organized labor, is the Full Crew law, and the hardest fight against its repeal seems to be centered in the Pennsylvania Legislature, where a strenuous effort is being

made to suspend the law during the war, and some period beyond the peace period. Bro. J. W. Burke, chairman of the General Committee of Adjustment for the O. R. C. on the Baltimore System, in a speech before the Senate of Pennsylvania, said in part:

"The attempt of the railroads to remove this law from the statute books is deceiving no one; they do not want men released on account of war times; they want them taken off for the same reason that they wanted them taken off when they appealed to the courts of the State; for the same reason that they wanted them off two years ago when they spent enormous sums of money in their efforts to have the law repealed." . . . The only object the railroads have is to take from the statute books, by fair means or foul, the law placed there by labor in the interest of humanity; their God is the dollar."

Our National Legislative Bureau in Washington, representing the four organizations in transportation service, report that for several weeks past the situation with regard to an attempt to repeal, suspend or modify the Full Crew laws in Eastern States has been the crying issue of the railroads in this territory, and under almost every guise, and from almost every angle, have the attacks of the railroads been carried on. In the State of New Jersey, as a war necessity, a bill was introduced to repeal the Full Crew law and leave the operation of this entire subject in the hands of the Public Utilities Commission. The bill was passed, signed by the Governor, and is effective July fourth. A similar bill was introduced in the New York Legislature, passed the Senate, but was killed in the House.

An extra session of the Legislature of Maryland, called for June 12th, had on the program the suspension of the Full Crew law and other labor laws, but the Attorney General of that State is reported as saying that no suspension of labor or school attendance laws of the State, or the Full Crew law, is contemplated at the special session.

The energetic work to prevent the suspension of the Full Crew law in Pennsylvania has brought out some possibly

characteristic phases in politics, such as statements by the attorneys for the railroads that they were asking for the suspension of the law on the advice of the Council of National Defense, which brought out the fact that the President, Secretary of War Baker, and Secretary of Labor Wilson were all opposed to such a program. The President is quoted as saying that, "I think it would be most unfortunate for any of the States to relax the laws by which safeguards have been thrown about labor. I feel that there is no necessity for such action, and that it would lead to a slackening of the energy of the nation rather than an increase of it, besides being very unfair to the laboring people themselves."

It is quite evident that nothing but an aroused public opinion will put a stop to the efforts of the employing class taking advantage of the war to do what they could not do under other conditions. They want the destruction of all laws made in the interest of labor and which compel them to recognize the legal status that labor is not a commodity to be exploited as they exploit by cornering the markets of all our other needs, and labor must not be slackers in looking after their own interests in politics as well as in the conditions for their service; they are closely linked together, and we must become alive to the necessity of fighting for our own as well as being loyal to our country. We must be satisfied with our condition of service if we are to be as efficient as either soldier or citizen.

### British Labor Commission in America

Because of the great importance of labor's relationship to the Government and to the employers doing war work, the organized labor movement desired to take council with representatives of the organized movement of Great Britain, to learn from them their experiences, the principles that they could recommend, and their mistakes, in order that we might avoid unnecessary blunders.

The president of the American Federation of Labor, Mr. Gompers, asked Premier Lloyd George to send such a commission, and he responded by sending

the following able men to represent the workers of England:

Right Hon. C. W. Bowerman, Privy Councillor and member of the British House of Commons; Secretary of British Trades Union Congress Parliamentary Committee.

Hon. James H. Thomas, member of Parliament and General Secretary National Union of Railwaymen of Great Britain and Ireland.

Joseph Davies, member of the Secretariat of the Prime Minister; W. W. Garrod representing the labor department of the Ministry of Munitions.

A meeting of the committee on Conservation and Welfare Work, of which President Gompers is chairman as a member of the Advisory Commission of the Council of National Defense, was arranged for May 15th in order that all members of this committee might have advantage of the knowledge, the experience and the advice of the representatives of the labor movements in those countries which have been for months engaged in war.

The meeting was held in the American Federation of Labor Building, attended by representatives of all elements that are in any way concerned in the problems of production.

Speeches were made by Mr. James H. Thomas, and Hon. C. W. Bowerman. The Labor Committee of the Advisory Commission of the Council of National Defense, with their guests, called on the President at the White House, at 2:30 p. m. About two hundred men and women representing all walks and interests were in attendance, when President Wilson made the following address of welcome:

Mr. Gompers and Ladies and Gentlemen: This is a most welcome visit because it means a most welcome thing, the spontaneous cooperation of men from all walks of life interested to see that we do not forget any of the principles of our lives in meeting the great emergency that has come upon us.

Mr. Gompers has expressed already one of the things that have been very much in my mind of late. I have been very much alarmed at one or two things that

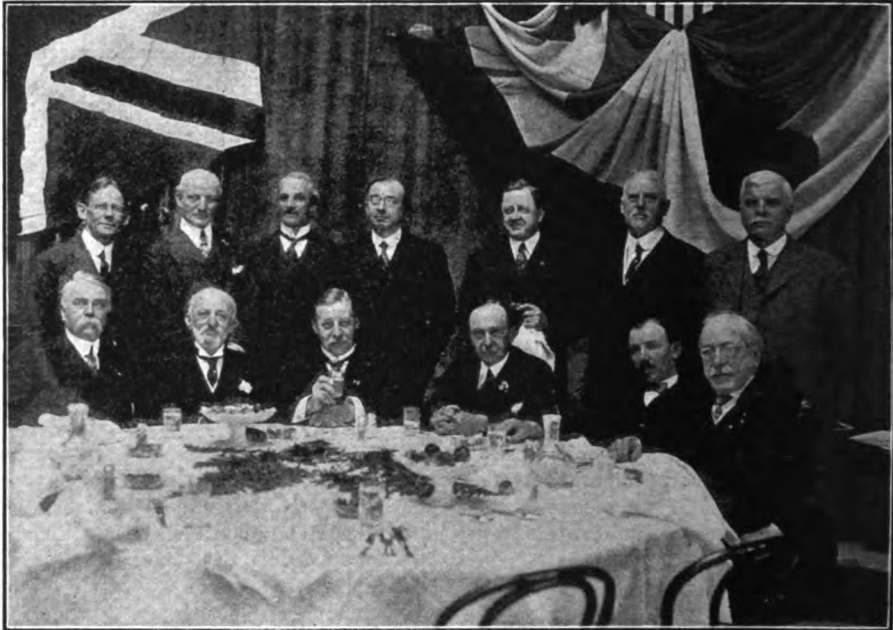
have happened: At the apparent inclination of the legislatures of one or two of our states to set aside even temporarily the laws which have safeguarded the standards of labor and of life. I think nothing would be more deplorable than that. We are trying to fight in a cause which means the lifting of the standards of life, and we can fight in that cause best by voluntary cooperation. I do not doubt that any body of men representing labor in this country speaking for their fellows will be willing to make any sacrifice that is necessary in order to carry this contest to a successful issue, and in that confidence I feel that it would be inexcusable if we deprived men and women of such a spirit of any of the existing safeguards of law. Therefore, I shall exercise my influence as far as it goes to see that that does not happen and that the sacrifices we make shall be made voluntarily and not under the compulsion which mistakenly is interpreted to mean a lowering of the standards which we have sought through so many generations to bring to their present level.

Mr. Gompers has not overstated the case in saying that we are fighting for democracy in a larger sense than can be expressed in any political terms. There are many forms of democratic government and we are not fighting for any particular form, but we are fighting for the essential part of it all, namely, that we are all equally interested in our social and political life and all have a right to a voice in the government under which we live; and that when men and women are equally admitted to those rights, we have the best safeguard of justice and of peace that the world affords. There is no other safeguard. Let any group of men, whatever their original intentions, attempt to dictate to their fellow men what their political fortunes shall be, and the result is injustice and hardship and wrong of the deepest sort. Therefore, we are just now feeling as we have never felt before our sense of comradeship. We shall feel it even more because we have not yet made the sacrifices that we are going to make; we have not yet felt the terrible pressure of suffering and pain of war, and we are going presently to feel

it, and I have every confidence that as its pressure comes upon us our spirits will not falter but rise and be strengthened, and that in the last we shall have a national feeling and a national unity such as never gladdened our hearts before.

I want to thank you for the compliment of this visit and say if there is any way in which I can cooperate with the purposes of this committee or with those with

were made for a noon luncheon at the Hollenden Hotel which was attended by a large number of labor leaders, editors, and representatives of the employing class. Ex-Governor Herrick presided, welcomed the visitors, and told the object of their visit to this country. All the British labor representatives made short addresses, very interesting and instructive.



LUNCHEON GIVEN IN HONOR OF THE BRITISH DELEGATES BY THE NATIONAL CIVIC FEDERATION, NEW YORK, MAY 26, 1917

Standing, left to right—W. S. Carter, President B. of L. F. & E.; Wm. F. Morgan, President Merchants' Association of N. Y.; Joseph Davies, member of the Secretariat of the Prime Minister of England; W. W. Garrod, Labor Department of the Ministry of Munitions, England; Eliaba Lee, General Manager Pennsylvania Railroad Co.; Haley Fiske, Vice President Metropolitan Life Insurance Co.; Warren S. Stone, Grand Chief B. of L. E.

Sitting—Ralph M. Easley, Chairman Executive Council, National Civic Federation; Oscar S. Straus, Chairman Public Service Commission, New York; C. W. Bowerman, Privy Councillor and member of the British House of Commons, and Secretary of the British Trades Congress Parliamentary Committee; August Belmont, Financier, New York City; James H. Thomas, Member of Parliament and General Secretary of the National Union of Railwaymen of Great Britain and Ireland; Samuel Gompers, President American Federation of Labor.

whom you are laboring, it will afford me a sense of privilege and of pleasure.  
—*American Federationist*.

Ex-Governor Myron T. Herrick was present at this meeting and extended an invitation to the British representatives to make a visit to Cleveland, O., to which they responded. They were met by Ex-Governor Herrick, Mayor Davis, and quite a number of representatives of both labor and capital. Arrangements

In the afternoon at 4:30 p. m., a meeting was held in the B. of L. E. Auditorium to which the public was invited, which was well attended; Mayor Davis presided. The Ex-Governor, on request, again stated the objects of the visitors, and then the Mayor introduced Mr. J. H. Thomas, member of the British Parliament and General Secretary of the National Union of Railwaymen of Great Britain and Ireland.

Mr. Thomas is a forceful speaker, knows his subject and did not disappoint his auditors, as their many manifestations of approval indicated. He said:

Mr. Mayor and Friends:

A few moments ago we were privileged to be honored as the guests, of various representatives of this great city, and in the remarks that were then addressed to those assembled, we indicated, as your esteemed Governor has well said, that our mission was not to lecture or tell you how to do your business, but rather to give you the benefit of our experience. We have felt from the commencement that the spirit of America was with us in this war. We felt that America would not be the great nation we felt it to be if it merely stood one side and allowed a battle for liberty to be waged without taking some part in the fight. (Applause.)

The many thousands of miles that separate you from us must, of necessity, necessitate your viewing the question in an entirely different light to which we do. It has never been brought home to you, as unfortunately it has to us—all the horror and suffering of war.

The position of affairs makes all the difference. Your spirit is as strong and determined as our spirit, but, as I stated previously, the position makes the difference between your action and ours.

There is a story that aptly illustrates this:

A Lancashire cattle drover was interesting himself in a visit to Ireland—the poor, unfortunate country not unknown to many people in this city—and he saw an Irish cattle drover driving a herd of cattle up the street. The cattle struck him as being a fine lot, and he said to the Irish drover: "How much per head would you get for that cattle in this country?" The other said, "Eight or ten pounds." "What!" said the Lancashire drover. "Eight or ten pounds? Why, if I had that cattle in Lancashire I'd get eighteen or twenty pounds per head." Pat remained quiet for a moment. It struck him as a very peculiar situation, and he suddenly turned round and said: "Sure, if I had the Lake of Killarney in Hell, I'd get a guinea a drop for it." (Applause.) This illustrates the position. (Applause.)

When this war broke out there was in our country—and not confined or limited to any one section of the people—a belief that war in the Twentieth century would be an impossibility. I, myself, preached from a thousand platforms the brotherhood of man. I recognized that war was Hell at root, it appealed to the basest and vilest passions of manhood, and I hoped to open eyes to the fact that war brought in its train even to the victor horror, misery and suffering. Therefore, we made no excuse for our propaganda against war, because we believed that peace would bring the greatest blessing to mankind, and we believed, also, that there was something worse than war, namely, dishonor. (Prolonged applause.)

I am a trades union leader, and whenever I make an agreement with an employer I always insist that that agreement shall be loyally observed. (Applause.) If it is necessary for the employer to keep an agreement, I put it to you that we have no right to demand a higher status of honor from our employer than we are prepared to observe and recognize ourselves. (Applause.)

In other words, agreements and contracts must always be observed, and if that is the standard of honor existing in the ordinary affairs of life—if that is the standard of honor demanded between employer and employee—if that is the code of honor essential to good government, I put it to you how much more necessary, how much more important, yea, how much more vital is it that the standard of honor which we demand from individuals should, at least, be recognized by the nations of the world? (Applause.) Therefore, sirs, our nation, having committed itself by treaty obligation and agreement to the protection of Belgium, having pledged itself with other great powers that, because we were strong, because we were wealthy, because we were powerful, we would stand by the nation that was weak and helpless—when, I repeat, we found it not only necessary to fulfill our obligation, but that one of the parties to that agreement had so far forgotten its standard of honor—we said, not only will we be true to our obligations, not only will we do our duty, but we will show

the world that honor must be maintained at any cost and at any sacrifice. (Applause.)

That was the position in which we found ourselves in August, 1914. It was not that we desired war; it was not that we welcomed war. God knows we lost thousands of our best and bravest men, simply because we were unprepared, or, in other words, we trusted people who forfeited their trust and, therefore, could not be trusted any longer. The people of England were asked to say whether the country, having decided on the code of honor I described, having decided to stake its all rather than lose its place in the nations of the world—we, as citizens of that country, were immediately called upon to say how much value could be attached to our standard of honor, because, after all, there is sometimes a tendency to mistake citizenship. As a leader of the trades union, I believe it to be my duty to obtain the maximum standard for every member of my union. I believe it to be necessary and essential that there should be built up in every country a standard of life that will make citizens healthy, happy and contented. (Applause.) In attempting to do that, we sometimes find it necessary to take certain courses of action, but I have always refused, and I beg of you to refuse to ever allow your sectional or personal interests to be placed in front or before the interests of the state.

If I could benefit the railroad men by the great power of my organization, I would be prepared to do it, but if, in benefiting the railway men, the state suffered, then I have got to realize that the state is greater and more important than any section of its people. (Applause.)

We, therefore, having as I said clearly committed our country, having pledged our support, were called upon to put into practice what, up to then, had been mere lip-service, and, as your Governor has well said, the position of our country at that moment was, indeed, a serious one. Never, in my judgment, was there such a class hatred as had existed. At that moment labor and capital were as far apart as the poles. The political situation was aggravated by circumstances that I

need not describe this afternoon, but it is true to say that never, in my judgment, was our whole country so bordering on revolution as it was in August, 1914, when this war broke out.

I have always held—and I give to you for what it is worth—that no one knew better than the government of Germany the internal situation in our country and they staked their all on the internal disruption; but they found, sirs, that, however much we may quarrel amongst ourselves, however much we may fight amongst ourselves, when a common enemy appeared against us, then united we stood in order to defeat that common enemy. (Prolonged applause.) King George, we said—much as we complain of each other, strong as is our grievance against each other, it is nothing comparable to our grievance against the enemy who struck at little Belgium; and immediately, without a solitary exception, the great organized trades unions movement of our country said: "Whilst this war lasts, whilst this danger is at our door, we will declare that there shall be an industrial truce." In short, we said we will forget for the moment our temporary grievances, we will fight them out after the war; whilst the war lasts we are going to stand solidly in defense of our country.

The result was that this industrial truce was law, and accepted by the whole of the organized labor movement of our country. In other words, it was the declaration of labor that patriotism was an essential part of their make-up. If labor made that sacrifice and if labor took that stand of which we are proud, it was expected, and naturally expected, that it would be reciprocated on the other side. Within a few months of the war, not hundreds, not thousands, but millions of our lads left the factory, workshop and mine and said we are prepared to risk our life in defense of our country. Nearly six million of the best and bravest of our country responded to the call of duty and we, therefore, said if our lads, rich and poor, are prepared to give up their lives, it is not too much to ask that no man, whatever his position may be, shall make a profit out of the sacrifice he makes. (Prolonged applause.)

The war created, as all wars create, an abnormal situation, but we declared that, side by side with our declaration, there would also be a declaration from the other side that, whilst men were giving up their lives, women their husbands, and children their fathers, it was not too much to ask capital to say, we will not make profit out of the sacrifice of our fellow countrymen. (Applause.) Therefore, I am indicating that the sacrifice was not a one-sided one, it was not a call for one class of people, but a call to all, and the result was that there was immediately established not only a better feeling, but a mutual confidence. Labor felt that however much it may have denounced capital in the past, however much it may have looked upon capitalists as an unnecessary evil, at least there was a side, a human side, that commended itself to everybody. On the other hand, capitalists who had been absorbed with their business development, who, in the anxiety to build up their own industry, had failed to realize that other sides should be considered, suddenly discovered for the first time, in many instances, that there were qualities possessed by labor that they had not appreciated. (Applause.)

It was the old story. Both sides protested against and denounced each other, mistrusted each other, because they did not understand each other. When they did understand each other they appreciated each other much better than they ever did before.

The result was, as I say, that every difference that arose—and obviously there were many differences—capital and labor felt it was their duty not to see which could drive the hardest bargain, not to ascertain which was the strongest in battle, not to endeavor to make a deal on one side to the disadvantage of the other, but to rather meet together and see how much common interest there was, and how far they could reach an agreement, and not disagreement. The result was, Mr. Chairman, that it was due to this spirit alone that we were enabled to get over our difficulties. The government on the other hand recognized its obligations. It said, in substance, we can only succeed by getting the good will and cooperation

of all people. There is a danger, you know, among the politicians, who assume that they are the only pebbles on the beach, and they have a tendency to think they are much better and greater people than they really are. Being a politician I speak with some sympathy. Therefore, the government recognized to the full that it was necessary to take people into their confidence. They consulted the business men on business questions; they consulted the labor men on labor questions, and as a result of those meetings and conferences there grew up a spirit of confidence amongst all sections of the people. But don't forget that the real impetus, the real driving force, the thing after all that mattered, was the knowledge that, however much we were doing ourselves, it was nothing comparable to the sacrifices that others were making on our behalf. Long hours, overwork, new methods were applied. A call was made for munitions and the workers felt that their energies were not being expended to make more profits for the employers, but they were guided and actuated and stimulated by the knowledge that they were making something to enable their brothers and their sons to defend themselves against a common foe. And therefore, friends, you who are so far away from the battlefield, I do beg of you to realize that we, who are right at home, have felt, from the very moment that war broke out, all the horrors and all the sufferings and what it really means.

You will be called upon to make many sacrifices. Capital will be asked to place at the disposal of the state its plant, its business ability, its brains; labor will be asked to make sacrifices of cherished ideals of the past. But if each side feels that their interests are of more importance than the interests of the state, then nothing but disaster will come to both houses. If, on the other hand, as I believe and hope, you recognize that your state is more important than your individual position, then I am satisfied that you will not only emerge triumphant, but the very sacrifice that you have made will enable, when the war is over, both sides to realize again their duty to each other. (Applause.)



I don't know whether you people fully appreciate the state of our country. You have heard of our increased cost of living. When we left it was approximately 94%. You have heard that there were six million men in arms, not merely volunteer men offering their service when called upon, but in khaki, ready to proceed to battle. You may have heard that our casualty list to date is more than seven times our pledge to France. You may not have heard that our gallant army of 160,000, that saved France, is nearly wiped out of existence. There is not a town or house in our country but what has felt in some way the loss, but all the time we are not discouraged, we are not disheartened, because we are steadied by the knowledge and belief that not only will our cause triumph, but the end will justify all the sacrifice.

No tribute could be paid to our country without reference to the magnificent manner in which our women have responded. A million and three-fourths women have come into industry for the first time; women who were never trained to industrial work; women who have never contemplated industrial service; but in every branch of life they responded at the call of their country. But apart entirely from those who were engaged in real war, nothing is more beautiful than that spirit of our women. Six million sisters and mothers who do not trade their feelings, who do not come out and exhibit all that their hearts feel, but who, every hour and minute of the day, are thinking of those far away. This is bed-time in our country. This is the moment when the children go to rest for the night, and I want you to realize, as I know all too well, the one inevitable prayer that is offered by every child in our country is "God bless and protect daddy or brother!" as the case might be.

That, friends, is the spirit that is guiding our people.

You, I know, are anxious to play your part. You have magnificent resources. Your entry into this war means that to the Old World you have declared that, having considered the evidence, you have given a verdict against the common enemy. In other words, you have said,

although you seek no territory, and do not enter it with a spirit of revenge, yet you cannot stand by and see democracy sacrificed to brute force. (Applause.)

I believe that the entry of your great country not only is a moral factor, but it will be a great material factor as well. But I don't want you to believe that if you had not come into this war we would not have won. We *would* have won! (Prolonged applause; shouts.)

We would have given our relatives and our sons to our cause; we would have fought until the last man had been exhausted rather than submit to the tyrant. Why, when people say to me we are likely to have a rotten time, I merely point to the incidents of the war, I point to the young men who left the desk, the workshop and the factory, who, when they rushed over the trenches practically civilians, did so with the spirit that if death met them, death is better than dishonor! (Applause.)

If someone said to me we are likely to be defeated, I would tell them of what I saw at the first battle of E., when the first German attack with gas was made, and I saw thousands of my own fellow countrymen, the Welsh Fusiliers, dying like flies. Men I talked to, who knew that in a few hours they would pass to the great unknown, not one of them expressed regret because he was dying. Not one of them deplored the fact that his life had been given. Their only complaint was that they did not have a fair deal. No, friends, the nation that produces that spirit cannot know what defeat means! (Applause.)

In the early stages of the war, when one of our ships was torpedoed (not a battleship, by the way, just an ordinary merchantship), in a few moments it was sinking. There was a small craft coming to the rescue, but it could not pick up all those who were on the sinking ship. The cry came: "Room for one! Room for one!" From the sinking ship came no mad struggle as to who was going to be saved. One said to the other, "Let's toss for it. Even though the stakes are to be life, fair play, equity and justice shall be our last act!" (Applause.) One won and the other lost. The one who won

said, "No, you go, you have a wife and I have none." The nation that produced those men can never be defeated. That is all I say, in spite of all our sacrifices we would have gone on to the end. But, friends, it is with no spirit of revenge in our hearts that we are going on with this fight. We believe that the sacrifices already made would have been sacrificed, not alone if we did not wage this war to such an end and to such a conclusion, but to the end that it would make war impossible in the future. I want to see war made impossible. I want to see this made the end of all war. (Prolonged applause.) I want to see militarism crushed in every country. (Prolonged applause.) I cannot look only upon the immediate situation. I can look to the time when the drums will cease to beat, and the battle will be over. We will be welcomed by many who shall say, "Well done, thou good and faithful servant." We will welcome many back, and we shall look and find many missing faces. There will be wives and there will be mothers looking for the loved ones who will never return. That, friends, will be the inevitable price we will pay, but we will be consoled with the knowledge that they have died in order that liberty can win.

I ask you people of the United States to remember that you, also, are committed to a great and to a noble cause. I ask you to realize all the issues that are involved. I ask you to realize that when the war ends your country and our country will be able to say that it was with a noble motive and a high ideal that we made the sacrifices we did. There are dark days ahead of you. You will be called upon to make sacrifices. You will be called upon to do things that you cannot think of at the moment, but I ask you to stir yourselves. I ask you to realize that the greater cause is more important than the individual comfort.

Faint not, falter not, nor plead thy weakness;

Every phase is strong.

The lion's strength, the eagle's speed is not

Alone vouchsafed to wrong.

Go, do thy work, it shall succeed

In thine or in another's day;

And, if deprived the victor's meed,

Shall not lack the toiler's pay.

The labor representatives left on a late train for New York City, where they were entertained by the National Civic Federation, of which Ralph M. Easley is secretary. He piloted the British visitors on their American travels, and would be sure to arrange a splendid welcome at their New York visit.

Here, as elsewhere, the entertainers and listeners were widely diversified in their interests. President Samuel Gompers, A. F. of L.; Grand Chief W. S. Stone, B. of L. E.; President W. S. Carter, B. of L. F. & E., are associated with Wm. F. Morgan, president Merchants' Association of New York; Elisha Lee, general manager Pennsylvania System; Haley Fiske, vice president Metropolitan Life Insurance Co.; August Belmont, financier; Oscar Strauss, chairman Public Service Commission, of New York; Ralph M. Easley, chairman Executive Council National Civic Federation, and the British labor delegates are seen in the illustration which accompanies this article, and it is to be hoped that these varying elements shall find a common level of interest in all human relations, to do willingly what the British representatives tells us is done in Great Britain through stress of war and the needs it has created.

Let us hope that the democracy which is the great aim put forth as the cause of the present American war movement, will produce a lasting democracy which shall recognize the common rights and interests of all men, and that labor is not a commodity to be exploited, but that it is a divine right of all who have labor to dispose of, and that "life, liberty and happiness" is an element inherent in the disposal of such service.

### The Railway Conductors' Co-operative Protective Association

We are having some complaints because an advertisement appeared in the May number of the JOURNAL, offering \$1.00 to \$100.00 a month, or a means of making that much, if one would write C. E. Sears, Detroit, Mich. It was written in so obscure a manner that our advertising agents did not recognize that it was from

the Railway Conductors' Co-operative Association which insures against the loss of position, though they did know that the Editor had forbidden the admission of any matter from this association ever since it was organized in 1907. Those who have been soliciting memberships in this institution, we are told, say that they thought it was O. K. because it appeared in the JOURNAL, and yet the advertisement does not tell what the nature of the business is; it only says the offer comes from a reliable company. Write C. E. Sears to find out.

They evidently did write and found out that if they could catch suckers in their own class, they could make from \$1.00 to a lot of dollars.

The Railway Conductors' Co-operative Protective Association is working under a charter granted in the State of Michigan. We know nothing of their financial starfling, nor that they do not pay the losses in case of a discharge or when one is forced out of service by the pension route; but it has not been commended by any one of the four train service organizations to which they apparently confine their membership. Our objection is that the fees and dues seem very much out of proportion to liabilities, and it seems to us that a member of the B. of L. E. in soliciting membership for it is not thinking of protecting his Brother, but of his share of the division of the initiation fee that he gets, and he is not making a very good defense, because matter appeared in the JOURNAL in so ambiguous a form that he must write to find out what it means.

Our advertising agents are not likely to get caught on another such ad, whoever it is from, for we demand the firm's name, and an open business statement, or there is no space to be had.

### Links

DIVISIONS 287, 730 and 787 have arranged for a Fifth Sunday Meeting for the men of the Pennsylvania Lines east of Pittsburgh and Erie, same to be held in Altoona, Sunday, July 29th, 1917.

The Committee of Arrangements and in fact all of us desire that this meeting be well attended, as many questions of

importance concerning the welfare of the B. of L. E. will be discussed, among which will be questions that will come before the next convention.

Yours fraternally,  
E. A. MCCONNELL,  
Sec. Union Meeting.

A JOINT UNION MEETING of the B. of L. E. and G. I. A. will be held on July 19th, 20th and 21st at Los Angeles, Cal. A cordial invitation is extended to all members of the B. of L. E. and G. I. A. Headquarters will be at the Hotel Stowell, 416 South Spring St. The Depot cars from all railroad stations here pass this hotel. Our chairman of the Hotel Committee will be pleased to answer promptly any questions as to accommodations, rates, etc. His address is A. F. Smith, 425 Wilcox Bldg., Los Angeles, Cal.

The G. I. A. meetings will be held in the I. O. O. F. Hall, 2705 N. Broadway. It has not yet been decided where the B. of L. E. meetings will be held.

We are putting forth every effort to make this Joint Meeting a grand success and pray that our hopes and our efforts will be amply rewarded; so come early and stay as long as possible with us to aid in promoting our mutual interests and our general welfare.

The Stowell Hotel has given us a room which will be used as a Bureau of Information, and it is desired that all visitors report there on their arrival, even though they do not remain.

Rooms at the Hotel Stowell for our visitors will be \$1.50 and \$2.00 per day. No extra charge for wife accompanying her husband. Where there are two men or ladies in a room there will be an extra charge of fifty cents. Each room has a private bath and circulating ice water and the hotel is equipped in every way to insure your comfort and convenience. (Tipping is absolutely prohibited in this hotel.)

Hoping for a liberal attendance at these meetings,  
Yours fraternally,

MRS. J. J. NORTON, Sec. Joint Com.,  
1015 Hawley St., Los Angeles, Cal.  
MR. JOHN FINLEY, Chr. Joint Com.,  
206 So. Boyle St., Los Angeles, Cal.

**EDITOR JOURNAL:** Instead of holding their regular Fifth Sunday Union Meeting on July 29th, the Engineers of the Chicago district have arranged to visit the Home for Aged and Disabled Railroad Employees at Highland Park, Ill. The Home is twenty-three miles from Chicago, and is on the main line of the Milwaukee division of the Chicago and North Western Ry., and can be reached by taking the North Western Elevated at Chicago to Evanston.

Brother Hudson of Division 96, General Chairman of the C. & N. W. Ry., and Brother Marshall, General Chairman, B. L. F. & E., same system, inform us that Mr. Vilas, general superintendent of the Chicago and North Western Ry., will issue free transportation to all employees of foreign roads and their families. He requests that in making request for transportation you state you wish to visit the Home for Aged and Disabled Railway Employees at Highland Park.

Trains leave Chicago, 8, 8:15, 9, 10:15, and 11 a. m. and 12:45 p. m. Returning leave Highland, 4:26, 4:53, 5:41, 6:12, 6:45, 7:40 p. m.

For the information of those failing to have free transportation: The fare is, single trip 45 cents, round trip 92 cents, 10 ride bearer ticket \$3.10, and about the same on the electric road.

Now, Brothers, this will give you an opportunity to visit the Home. The committee will try and arrange to have a Grand Officer present, and other good speakers, and you must urge the ladies to come with well filled baskets, as we believe in preparedness. Arrangements will be made to have tables for our lunches, and coffee and lemonade will be free.

Arrangements will be made to entertain you in every way.

All members of the B. of L. E. and B. of L. F. & E. and Auxiliaries are invited. Come and show the C. & N. W. officials that you appreciate their kindness; come and show the manager and the inmates of the home that you are interested in their welfare, and see for yourself how the Brothers you send from your Division to the Home are cared for.

When requesting transportation be sure

to state you wish to visit the Home of Aged and Disabled Railroad Employees.

And we would suggest that you make your requests early, so as not to add too much burden on those who are in charge of making out the passes.

Please have your Secretary notify us by card, not later than July 25th, about how many you expect will leave Chicago from your Division on the C. & N. W. Ry. This information is necessary, as Mr. Vilas has promised to furnish extra cars on trains leaving for the Home.

Hoping to meet you all at the Home, July 29th, we remain,

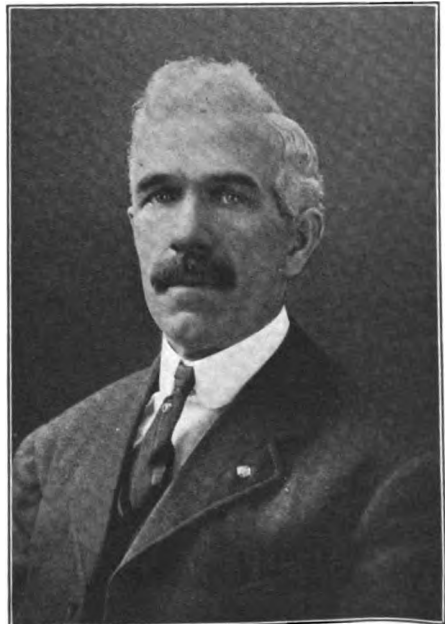
Yours fraternally,

OTTO BAUMER, Chairman,

FRANK WARNE, Secy.

Chicago Fifth Sunday Union Meeting  
7345 Emerald Ave., Chicago, Ill.

ON May 15th, the B. R. & P. Ry. appointed Brother O'Brien to the position of assistant road foreman of engines with headquarters at Rochester. Brother O'Brien came to the B. R. & P. Ry. in 1893, having been previously employed as a locomotive engineer on the Erie R. R. at Cleveland, Ohio. His membership was immediately transferred to Div. 35, and



Bro. William E. O'Brien. Div. 35

he at once became actively engaged in all Brotherhood affairs. His ability, fairness and strong determination soon became recognized. He represented Div. 35 on the G. C. of A. for a continuous period of 15 years. The faithful manner in which he handled the affairs of his co-workers while on the G. C. of A. with his recognized ability as a locomotive engineer has shown the officials his qualifications for the position to which he has been appointed. The B. R. & P. Ry. has made a wise and merited choice.



Bro. T. C. Donaldson, Div. 35

We of Div. 35 extend to Brother O'Brien our best wishes for success in his new field, but we will miss him from our active membership.

On May 15th, Brother T. C. Donaldson was promoted to the position of master mechanic of the Buffalo and Rochester divisions of the B. R. & P. Ry. with headquarters at East Salamanca. Brother Donaldson was promoted from a fireman to engineer in 1896, joining Div. 35 as soon as eligible. Brother Donaldson's executive ability had become apparent, with the result that he has often been assigned to special work, such as conducting examinations for the entire sys-

tem, foreman at terminal roundhouses, and other positions of similar character. Brother Donaldson's counsel and association in the affairs of our Brotherhood, which now cease, is a loss to our Division. The B. R. & P. Ry. is to be congratulated in having on its roster an engineer in the person of Brother Donaldson to advance to so responsible a position, and the Brotherhood is also to be congratulated that men for responsible positions such as the above may always be found enrolled in its ranks.

ARTHUR C. STONE, S.-T.

J. C. Sibley Div. 35.

DIVISION 79, Columbus, Ohio, has just finished a very successful campaign drive for an increase of membership, increasing our number by 58. Great credit is due Grand Organizer A. C. Blaney, who was ably assisted by Brother A. S. Lakin and other members of the Division in the good work.

Our success should be a lesson and an encouragement to all other Divisions, as it shows plainly that it is only necessary to show what we have to offer the young men to induce them to join our ranks. Every Brother should consider himself a committee of one and make a special effort to bring in at least one new member. In doing this he will not only confer a favor upon the candidate but will be proving his appreciation for all the B. of L. E. has done for him and every other engineer, not the least of which is the Eight-Hour Day.

Wishing success to all Divisions in their campaign for new members, I am,

Fraternally yours,

C. F. SMITH, Div. 79.

ON Sunday, May 13, 1917, Omaha Division 183 held a special meeting at 10:30 a. m. to initiate ten candidates for Div. 82, Sioux City, Iowa, who were unable to attend the meetings at Sioux City as they were working out of Omaha. When the members of Div. 183 gathered at the hall they found a large number of Brothers from Div. 82 already there.

After opening up in due form the officers chosen from both Divisions were C. E., Brother Bay, assisted by Brother Stuart;

F. E., Brother Sharpless; S. E., Brother May; T. E., Brother Forster; G., Brother Rogers; Chap., Brother Baker; S. T., Brother Glynn. The regular order of business was suspended and the candidates were initiated in a body, the work being carried on without a hitch. After a short recess during which we congratulated our newly made Brothers and got re-acquainted with some of the older ones, a number of good speeches were made by Brothers of both Divisions. One of these was by Brother Sharpless, who is chairman of the G. C. of A. on the C., St. P., M. & O. Ry. Brother Reisman, of Div. 82, also gave an interesting talk. He is one of the most energetic workers in the organization on that system, and it was chiefly through his untiring efforts that we were able to secure the new members for Div. 82.

After closing, which was about 1:00 p. m., we found a number of automobiles in waiting in which we took a whisk around the city while the class just initiated were having their pictures taken, which together with the picture of Brother Reisman accompany this letter. Later we met at the Loyal Hotel where we partook of a banquet that will long be remembered. Speeches, toasts and witty stories by the various speakers entertained and amused us while we smoked our perfectos, and every Brother present enjoyed himself to the limit.

Coming out of the banquet room each



Bro. J. F. Reisman, Div. 82

Brother was presented with a flower which he wore in honor of her to whom all men owe so much. It was about 5 p. m. when we departed for home with a feeling that we had spent a very profitable as well as an exceedingly enjoyable day.

Yours fraternally,

E. P. R.

WHAT may be very properly called a regular "Wake Up" meeting, was held



Candidates initiated into Division 82 at Sioux City, Iowa, on Sunday, May 13, 1917

on May 29th, in Div. 3 at Cleveland, Ohio.

The meeting was divided into two sessions, afternoon and evening, both of which were liberally attended. The afternoon session was devoted chiefly to the initiation of five candidates. Remarks were made by different speakers among the visiting Brothers, complimentary to the members of Div. 3 for their evident interest in promoting the welfare of the Order. Bro. Harry Daugherty of the Grand Office gave an interesting talk on the insurance, pension, and other commendable features of the B. of L. E., laying especial stress on the duty we all owe to ourselves, that of joining the Pension Association, the benefits of which so many evidently failed to fully appreciate. He also read the "Articles" comprising the adjustment of application of the 8-hour day to yard service known as "Decision No. 1," explaining its various features, which was of much interest to all present, it being the first Decision reported by the Commission of Eight who have been appointed to the difficult task of applying the 8-hour basic day to all classes of train service in the United States.

The retired veterans Bros. S. Gould and C. J. Pinkney spoke interestingly of railroading in the early days when the B. of L. E. was struggling for existence under most trying conditions—when to join its ranks was an act openly disapproved of by the railway officials in many places. Their remarks were listened to attentively and showed clearly why we should make every effort to add to our membership now since we have so much more to offer the candidate than in the days when they joined the Brotherhood.

A recess was taken between the afternoon and evening sessions to respond to a call from the ladies, who had arranged a fine lunch in the banquet room, which was much appreciated by all, after which cigars were passed, and under the benign influences of a good dinner and good cigars we were put in the proper mood to visit with the ladies and renew old acquaintanceships with Brothers we had not seen for many years.

The evening session opened with the initiation of another candidate, followed

by a stirring speech by Bro. J. B. De-Silvey, Chief of Div. 745, on the need for putting forth every effort to add to our membership, as the highest degree of success, social and otherwise, could only be gained, he assured all, by having the fullest possible membership of locomotive engineers within the ranks of the B. of L. E. Bro. Geo. O. Redmond of Div. 260 followed with an earnest plea for loyalty to the B. of L. E., telling of substantial benefits he himself had received from it when he badly needed them, as any one is liable to, at any time.

Bro. James Lathrop, who joined Div. 5 at Norwalk, Ohio, in 1875, and is now a member of Div. 3, made it very clear that the responsibility for the future success of the Order should rest upon the shoulders of the younger men, and his views on that point were received with hearty approval by all present.

Bro. H. E. Fehr of the Grand Office gave a most interesting talk on the importance of the social element as a factor in the success of the Brotherhood, as it is in every organization where success must necessarily depend upon the harmonious and hearty co-operative effort of its members. He also called attention to the imminency of the B. of L. E. as a business agent in the conduct of the affairs of its members, something no one can appreciate without actually coming in contact with it in a practical way, and he also said that it should be known to the credit of the Brotherhood that it can boast of having not one really dependent charge in its vast membership of 75,000.

Bro. Wm. Sill of Div. 745 spoke eloquently in praise of the Pension, the benefits of which he is now enjoying as a result of the almost total failure of his sight.

Bro. Wm. Bannister, general chairman of the Committee of Adjustment of the New York Central between Buffalo and Chicago, spoke of the need of a hearty co-operation between the members who have no one to blame but themselves if they fail to accomplish all they should through the efforts of those who represent them. He also made some pointed comment on Decision No. 1, regulating yard service under the application of the eight

hour day to that class of work, referred to the need of more good fellowship between the members, old and young, and paid the highest compliments to the leaders of the train service Brotherhoods for their intelligent and untiring efforts which resulted in the recent settlement which is proving so satisfactory to all concerned. He was followed by Brother Miller, secretary of the G. C. of A. of the New York Central, who read a report which showed that the financial affairs of the General Committee were being conducted in a businesslike manner. He also expressed hearty approval of the application of the eight-hour day to yard work, saying that he was now enabled for the first time to finish his day's work and still have some time left to spend with his wife and children, and he fully appreciated that blessing.

Next followed the presentation of Honorary Badges to Brothers J. R. Garner, M. L. Burger, E. W. Osgood, G. J. Clemens and J. Coppersmith, all of Div. 3.

The honor of conducting this proceeding was conferred upon Bro. Harry Daugherty who spoke feelingly of what the Honorary Badge stood for as well as the credit it reflected on the recipients of the same. The ladies kindly accepted an invitation to be present during this ceremony and their presence added much to the fine sentiment of the occasion, as they all went forward after the ceremony to extend hearty congratulations to the veterans who had been so signally honored. One of the Brothers, J. R. Garner, was also presented by the Division with a chair, for which he expressed briefly his heartfelt thanks.

After the ceremonies, Bro. E. Kruse, Sec.-Treas. of Div. 3, spoke to the worthiness of the Brothers who had been presented with Honorary Badges, stating that he had fired for each one and that he could bear witness to the fact that they were fully entitled to every honor the Brotherhood at large and the members of Div. 3 could extend to them, as they had ever shown themselves willing to help the young men along in every way they could to make them better citizens, good engineers and good Brotherhood men.

In conclusion let it be said that this

"Wake Up" meeting of Div. 3, at which six candidates were initiated, should serve as an example and be an encouragement to other Divisions everywhere. There is some work connected with such an undertaking, not only in the solicitation for candidates but in the general conduct of the affair; and you may not all have a Kruse, or a Hoffman, to do the heavy work for your Division.

To the untiring efforts of Brother Kruse no doubt much of the success of this meeting was due, he being in the position as Sec.-Treas. to come in contact with the detail necessary to its success, but his enthusiasm for the good of the B. of L. E. made it possible for him to put this meeting through without a hitch, and his reward he will find in the great success which his untiring efforts made possible.

Fraternally yours,

A. VISITOR.

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THE first Michigan State union meeting of the G. I. A. to the B. of L. E., convened with Silver Star Div. 22, in the K. P. Hall, at Grand Rapids, Mich., May 17, 1917. One hundred delegates were present, representing Divisions of Jackson, Detroit, Durand, Battle Creek and Saginaw.

At 10 a. m. the meeting was called to order by Sister Hiner, President of Silver Star Division. After the opening ceremonies short addresses were made by the Presidents of the different Divisions. We then adjourned until 2 p. m. The afternoon session was devoted to installation of officers and ritualistic work, which was beautifully exemplified by Sister M. E. Bedell and Silver Star Division, and won great applause. The meeting was then closed in due form.

The evening session was given over to a good social time. A fine program was rendered by the Brothers and Sisters of Divisions 286 and 22.

The address of welcome was made by Sister Hiner, followed by pleasing remarks from Brother Spraul, Chief of Div. 286. The team of Div. 22 gave a fine exhibition drill, followed by a comedy given by the Brothers and Sisters, entitled, "The District Skule of Blueberry Corners," with George Kling as "skule"



teacher, and Mrs. Jesse Spraul as stage director.

Refreshments and dancing were then in order and it was with reluctant hearts that we answered the call of midnight bells to say farewell. Everyone expressed himself as having had a very enjoyable time and hoped we might all meet again next year.

It was a source of deep regret and disappointment to us that our Grand President was unable to be with us on this delightful occasion.

COR. SEC.

A. L. VAUGHAN, 2206 Izard Street, Little Rock, Ark., Iron Mountain engineer, entertained his engineer friends with a birthday party at his home last night in celebration of his sixty-sixth birthday anniversary. A seven-course luncheon was served. The house was decorated in American flags and growing plants. Mr. Vaughan was presented with a B. of L. E. ring by the engineers and a fountain pen by Mrs. Charles Seymour. Mr. and Mrs. Vaughan were assisted in entertaining by Mrs. Seymour, Dr. Mollie King and Mrs. Allie Counts. Those present were W. F. Wilson, Robert Heriot, Jeff Stout, Ed. D. Jones, H. M. Williams, Neal Goss, Joe Hickman and Charles Hill, all engineers.—*Arkansas Gazette*.

THE golden anniversary of Brother Owen Hughes and Sister Hughes was celebrated on May 29th, at their home in Abbottsford, Wis. Brother Hughes is a member of Div. 80 and a retired engineer of the Chicago division of the Soo Line, formerly the Wisconsin Central R. R. Mrs. Hughes is President of G. I. A. Div. 175. About seventy Brothers and Sisters accepted their kind invitation to be present on that delightful occasion, and after a very pleasant afternoon, during which we were entertained with excellent music and feasted with a fine supper, which Sister Hughes herself prepared, we all left after expressing our most sincere hope that both Brother and Sister Hughes may live long to enjoy each other's company in their sunset of life.

Yours fraternally,

MEMBER DIV. 80.

On Sunday evening, June 10, 1917, the B. of L. E., represented by Bro. S. H. Dotterer, of Div. 166; George W. West, of Div. 468, and John Wonderly, of Div. 722, met with the Ladies' Auxiliaries of these Divisions, at the hall of Div. 166, Carbondale, Pa., and marched to the Salvation Army Hall, where memorial services were held to pay honor and respect to the memory of our Brothers who had responded to the last call during the past year. After prayer, Bro. A. W. Bayley favored with a few fitting remarks in which he told of the purpose of the meeting, and the pleasant duty it was to meet for such a commendable purpose. Solos were sung by Bro. A. W. Bayley, also by Miss Stoddard and Captain Fox, of the Salvation Army. Captain Fox also made an address in which he paid a high compliment to the B. of L. E., and a fine tribute to the Ladies' Auxiliary for their love and sacrifice in behalf of those in need of their aid and comfort.

Fraternally yours,

A. W. BAYLEY, Div. 166.

THERE will be a Joint Fifth Sunday Meeting under the auspices of the four train service Brotherhoods held in the B. of L. E. Auditorium of the Engineers' Building at Cleveland, Ohio, on July 29th, 1917. There will be a secret session in the afternoon and open meeting in the evening.

The Ladies' Auxiliaries of the four Orders are cordially invited to the evening session.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of W. D. Mitchell, last heard from was in Balboa, Panama, will confer a favor by corresponding with Mrs. George Mitchell, Conroe, Texas.

Anyone knowing the whereabouts of Charles Sprague, former member of Division 269, and formerly engineer on the Long Island R. R., will confer a favor by corresponding with Bro. H. Ashmead, general chairman, Long Island R. R. System, Baldwin, L. I., N. Y.

Bro. Peter R. Hume, of Div. 421, 51 years old, about six feet one inch in height; weight about 200 pounds, well built, dark complexion and blue eyes, has been missing from his home since April 24, 1917. Any information leading to his whereabouts will be thankfully received by Mrs. P. R. Hume, 260 Sumner Place, Buffalo, N. Y.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Cleveland, O., May 9, pneumonia, Bro. W. J. Mackin, member of Div. 3.

Cleveland O., April 30, apoplexy, Bro. A. Mansfield, member of Div. 3.

Phillipsburg, N. J., May 3, insanity, Bro. S. S. Weeden, member of Div. 30.

Hornell, N. Y., May 24, diabetes, Bro. H. W. Plummer, member of Div. 47.

Livingston, Mont., June 2, Bro. C. F. De Groat, member of Div. 47.

St. Louis, Mo., May 14, cancer, Bro. C. W. Mudge, member of Div. 48.

Columbia, S. C., May 19, killed, Bro. J. M. Gayle, member of Div. 60.

Lynn, Mass., May 13, heart trouble, Bro. L. J. Smith, member of Div. 61.

Stoneham, Mass., June 1, Bright's disease, Bro. W. F. Bucknam, member of Div. 61.

W. Philadelphia, Pa., May 4, chronic nephritis, Bro. John Kyle, member of Div. 74.

Flushing, N. Y., May 31, paralysis, Bro. C. M. Wetmore, member of Div. 82.

Charlotte N. C., May 30, bronchial trouble, Bro. C. M. Hernandez, member of Div. 84.

Salisbury, Mo., May 15, general debility, Bro. J. D. Raikes, member of Div. 86.

Marquette, Mich., May 24, Bro. R. J. Dobeon, member of Div. 94.

Marquette, Mich., April 19, apoplexy, Bro. C. E. Zyrd, member of Div. 94.

Escanaba, Mich., June 6, general debility, Bro. Nelson C. Harrington, member of Div. 116.

Escanaba, Mich., May 31, acute indigestion, Bro. Frank E. Buell, member of Div. 116.

Port Huron, Mich., May 23, heart trouble, Bro. John Waterworth, member of Div. 122.

Emporia, Kan., May 15, killed, Bro. I. F. Beaumont, member of Div. 130.

St. Thomas, Ont., Can., May 15, complications, Bro. Hugh Howard, member of Div. 132.

Hamilton, Ont., Can., May 27, blood poison, Bro. J. H. Collins, member of Div. 133.

New Castle, Pa., May 24, Bright's disease, Bro. Joe Dupuy, member of Div. 143.

New Castle, Pa., May 6, paralysis of heart, Bro. James H. Brown, member of Div. 143.

Truro, N. S., Can., April 9, killed in war, Bro. Ed. W. Joy, member of Div. 149.

Charlotte, N. Y., May 25, Bright's disease, Bro. B. McFadden, member of Div. 152.

Roselle Park, N. J., June 4, chronic interstitial nephritis, Bro. R. M. McCloud, member of Div. 157.

Dunellen, N. J., May 17, cerebral hemorrhage, Bro. Smith Watson, member of Div. 157.

Ottawa, Ont., May 15, tumor of brain, Bro. John Dwyer, member of Div. 168.

Phillipsburg, N. J., June 3, paralysis, Bro. Elwood M. Nixon, member of Div. 171.

Philadelphia, Pa., June 1, complication of diseases, Bro. Wm. Lake, member of Div. 171.

Hoboken, N. J., May 12, blood poison, Bro. M. S. Kintner, member of Div. 171.

Gloversville, N. Y., May 16, chronic pulmonary phthisis and organic heart disease, Bro. J. F. Collins, member of Div. 172.

Pueblo, Colo., May 31, paralysis, Bro. Andrew G. Peterson, member of Div. 186.

Macon, Ga., March 31, dropsy, Bro. C. O. Hughes, member of Div. 210.

Huntington, Ind., June 11, killed, Bro. Wm. Wagoner, member of Div. 221.

Huntington, Ind., May 17, result of fall, Bro. John S. Glenn, member of Div. 221.

W. New York, N. J., May 23, paralytic stroke, Bro. Reese Q. King, member of Div. 235.

Portland, Ore., May 12, killed, Bro. U. S. Hansen, member of Div. 236.

Houston, Texas, Jan. 17, paralysis, Bro. C. J. Waddell, member of Div. 242.

Corning, N. Y., May 7, heart failure, Bro. O. S. Daggett, member of Div. 244.

Lyons, N. Y., May 21, heart failure, Bro. Thos. O'Neil, member of Div. 244.

Elkhart, Ind., May 18, general paralysis, Bro. J. E. Stack, member of Div. 248.

Salamanca, N. Y., May 29, cancer, Bro. P. P. Glaeser, member of Div. 254.

Cleveland, O., June 3, Bright's disease, Bro. C. D. Weisell, member of Div. 260.

Syracuse, N. Y., May 24, Bro. Hiram E. Moore, member of Div. 288.

Crewe, Va., May 24, apoplexy, Bro. C. N. Payne, member of Div. 291.

Derry, Pa., May 17, anemia, Bro. J. T. Cole, member of Div. 310.

Plymouth, Mass., May 29, pneumonia, Bro. Ed. S. Paul, member of Div. 312.

Roalindale, Mass., May 31, apoplexy, Bro. John H. Burnham, member of Div. 312.

Mattapan, Mass., June 7, dropsy, Bro. Elwood G. Pinkham, member of Div. 312.

Jamaica Plain, Mass., May 11, cancer, Bro. Cyrus W. Fletcher, member of Div. 312.

S. Richmond, Va., May 23, cancer, Bro. W. H. Carroll, member of Div. 321.

Wilkinsburg, Pa., May 26, pneumonia, Bro. Chas. E. Eckley, member of Div. 325.

Wilkesburg, Pa., June 1, Bro. George Rambo, member of Div. 325.

E. St. Louis, Ill., May 10, pneumonia, Bro. H. H. Johnson, member of Div. 327.

St. Albans, Vt., June 10, cancer, Bro. A. J. Hance, member of Div. 330.

Concord, N. H., May 8, angina pectoris, Bro. R. C. Carter, member of Div. 335.

Osawatomie, Kans., May 19, Bright's disease, Bro. George Stuck, member of Div. 336.

Osawatomie, Kans., May 18, heart trouble, Bro. S. P. Bourne, member of Div. 336.

Carnegie, Pa., June 6, injured in accident, Bro. F. A. Brady, member of Div. 360.

Delmar, Del., May 22, locomotor ataxia, Bro. Geo. M. Barr, member of Div. 374.

Sayre, Pa., June 8, apoplexy, Bro. Chas. Charter, member of Div. 380.

Atchison, Kans., June 5, cerebral hemorrhage and paralysis, Bro. E. M. Eyer, member of Div. 396.

Indianapolis, Ind., May 30, suicide, Bro. E. C. Brown, member of Div. 400.

Forrest, Ill., June 8, heart failure, Bro. Frank E. Hewitt, member of Div. 417.

Brooklyn, N. Y., June 1, chronic endocarditis, Bro. W. H. Darling, member of Div. 419.

Jamaica, L. I., N. Y., April 24, cirrhosis of liver, Bro. J. M. Kuhn, member of Div. 419.

Brooklyn, N. Y., June 13, acute indigestion, Bro. Walter W. Bell, member of Div. 419.

Steens, Miss., June 9, cancer, Bro. C. S. Jones, member of Div. 432.

Rowlesburg, W. Va., June 8, scalded, Bro. C. E. Emerson, member of Div. 437.

Keyser, W. Va., May 27, tuberculosis, Bro. M. N. Shores, member of Div. 437.

Norfolk, Va., May 15, pneumonia, Bro. W. F. Butt, member of Div. 456.

Norfolk, Va., May 4, Bright's disease, Bro. J. F. Graves, member of Div. 456.

Toledo, O., May 29, valvular heart trouble, Bro. M. D. Burke, member of Div. 457.

Nashville, Tenn., June 7, nephritis, Bro. T. M. Erwin, member of Div. 473.

Louisville, Ky., May 27, diabetes, Bro. J. Pearce, member of Div. 485.

Farnham, Utah, May 29, asthma, Bro. P. McGuire, member of Div. 488.

Cleburne, Texas, Feb. 17, Bright's disease, Bro. F. J. Walker, member of Div. 500.

Fort Wayne, Ind., May 25, complication of diseases, Bro. M. J. Maroney, member of Div. 537.

Richmond, Va., May 16, double pneumonia, Bro. C. J. Eubank, member of Div. 561.

Chicago, Ill., June 9, Bro. J. J. Burke, member of Div. 580.

Stamford, Conn., May 13, cerebral hemorrhage, Bro. Wm. R. Marley, member of Div. 589.

Shreveport, La., May 19, diabetes, Bro. Oliver Cox, member of Div. 599.

Calais, Me., May 16, locomotor ataxia, Bro. C. H. Barstow, member of Div. 706.

Dolton, Ill., April 15, heart trouble, Bro. S. G. Holmes, member of Div. 613.

Alliance, O., May 16, heart failure, Bro. James B. Hommel, member of Div. 627.

Virginia, Minn., April 9, apoplexy, Bro. Fred A. Zuschwerdt, member of Div. 662.

Brandon, Man., Can., April 24, cancer, Bro. Neil Gillis, member of Div. 667.

Brandon, Man., Can., April 17, heart failure, Bro. T. A. Dickson, member of Div. 667.

Minot, N. D., March 3, killed, Bro. H. Collins, member of Div. 695.

Cherokee, Ia., Jan. 15, paralysis, Bro. A. G. Hill, member of Div. 699.

Salt Lake City, Utah, May 26, cirrhosis of liver, Bro. C. E. Bordner, member of Div. 713.

Saskatoon, Sask., Can., May 4, heart trouble, Bro. J. A. Miller, member of Div. 715.

Ferriday, La., June 8, Bright's disease, Bro. E. L. Holmes, member of Div. 765.

Las Vegas, Nev., April 29, killed, Bro. E. W. Long, member of Div. 766.

Palatka, Fla., April 16, cancer, Bro. J. B. Duke, member of Div. 770.

New York City, June 9, pneumonia, Bro. Elmer L. Winslow, member of Div. 783.

Danville, Ky., Feb. 23, engine turned over, Bro. Ed. Weddle, member of Div. 788.

Danville, Ky., Jan. 15, gunshot wound, Bro. W. S. Jones, member of Div. 788.

Chicago, Ill., May 17, hardening of arteries, Bro. John Dickerman, member of Div. 815.

Regina, Sask., Can., April 15, killed in war, Bro. George Blois, member of Div. 823.

Philadelphia, Pa., April 4, acute inflammation of bladder, Bro. John G. Phillips, member of Div. 851.

Fairbury, Nebr., May 14, Calvin Downs, son of Bro. Mat. Downs, member of Div. 431.

Kansas City, Mo., May 24, Mrs. Anna Spendiff, wife of Bro. F. A. Spendiff, member of Div. 517.

Wilkesburg, Pa., June 1, Mrs. Mary I. Canon, wife of Bro. Geo. S. Canon, member of Div. 325.

Altoona, Pa., June 1, Mrs. Carrie M. Marks, wife of Bro. B. P. Marks, member of Div. 730.

McMechen, W. Va., June 9, Mrs. Emma Wayman, wife of Bro. J. E. Wayman, member of Div. 477.

St. Louis, Mo., June 2, Miss A. P. B. Brennecke, daughter of A. C. Brennecke, member of Div. 42.

St. Louis, Mo., Mrs. Jane Taylor, wife of Bro. L. M. Taylor, member of Div. 42.

#### ADMITTED BY TRANSFER CARD

##### Into Division—

- 69—Thos. McTaggart, from Div. 842.
- 74—G. E. Gross, from Div. 668.
- 109—John Henderson, from Div. 53.
- 110—G. F. Rollins, from Div. 415.
- 112—W. R. Sproul, from Div. 61.
- 128—John M. Starke, from Div. 750.
- 161—J. W. Kalfus, from Div. 664.
- 166—O. K. Oakley, from Div. 78.
- 187—H. D. Dodson, from Div. 736.
- 192—F. D. Hadlock, from Div. 566.
- C. O. Justice, S. C. King, from Div. 123.
- 217—C. Marple, from Div. 797.
- 236—G. D. Auld, J. C. Gardner, Henry Henson, from Div. 362.
- 260—James E. Skeldon, from Div. 565.
- 261—John F. Lewis, John J. O'Keefe, from Div. 708.
- 276—Wm. F. Worrell, from Div. 311.
- 350—D. B. Fawcett, from Div. 435.
- 355—G. W. Johnson, from Div. 568.
- Geo. C. Yeo, from Div. 479.
- John Roberts, from Div. 563.
- 386—Clarence L. Doggrell, from Div. 495.
- 392—W. E. Van Voorhis, from Div. 366.
- 393—Fred Heath, from Div. 538.
- 406—Henry B. Burke, from Div. 454.
- 422—W. H. Trower, from Div. 611.
- 425—E. A. Wells, J. W. Webb, R. J. Woodall, A. R. Stack, C. F. Roy, Wm. McDermott, W. F. Pollard, F. C. Moore, P. L. Nealy, W. A. Lynch, C. Hilborn, J. J. Goodwin, J. J. Corrigan, W. A. Burdick, W. A. Boone, C. G. Beam, S. E. Angle, from Div. 569.

**Into Division—**

- 435—V. V. Luzaters, from Div. 309.  
 469—J. T. Gosson, from Div. 837.  
 519—Dudley C. Priestly, from Div. 478.  
 532—R. J. Fleming, from Div. 291.  
 546—Edward Huffman, from Div. 756.  
 548—E. H. Doherty, from Div. 534.  
 585—F. J. Hickman, from Div. 193.  
 591—H. L. Chambers, from Div. 283.  
 601—Chas. Archable, from Div. 259.  
 670—J. M. Clark, from Div. 253.  
 692—Pollard Pearson, from Div. 28.  
 715—W. S. Borland, from Div. 737.  
 Geo. Mee, from Div. 583.  
 723—Arthur Brooks, from Div. 320.  
 728—John Ferguson, from Div. 808.  
 731—A. H. Firnhaber, from Div. 343.  
 752—D. W. Bartlett, Omar Rogg, from Div. 145.  
 772—Geo. H. Attig, from Div. 325.  
 J. A. Bridge, from Div. 310.  
 773—W. F. Metzger, from Div. 800.  
 779—A. C. Young, from Div. 720.  
 784—P. A. Hamilton, from Div. 32.  
 P. J. Katteff, from Div. 277.  
 813—J. F. Godden, from Div. 159.  
 823—M. E. Langford, from Div. 343.  
 832—F. J. Smith, from Div. 737.  
 836—L. A. Winegar, from Div. 801.  
 839—D. R. Judy, from Div. 134.  
 846—T. J. Low, F. J. Gorman, from Div. 794.  
 850—C. L. Young, from Div. 308.  
 858—H. C. Ragar, from Div. 197.  
 864—J. P. Callon, from Div. 817.  
 865—E. W. Stewart, from Div. 734.  
 John Quinn, A. A. Douglas, from Div. 451.  
 G. B. Bowen, from Div. 251.  
 E. E. Anthony, from Div. 186.  
 870—J. G. Hain, from Div. 228.

**From Division—**

- 113—W. E. Caulkins.  
 151—E. L. Cody.  
 156—J. W. Clark.  
 D. E. Conniff.  
 B. F. Powers.  
 158—J. E. Peters.  
 T. P. Sayers.  
 161—G. M. Andree.  
 162—H. S. Campbell.  
 177—L. Holmes.  
 180—L. H. Fuller.  
 182—T. A. Walker.  
 Thos. W. Beatty.  
 198—A. E. Anderson.  
 203—Louis Dibbern.  
 D. T. Stine.  
 205—John E. Holcomb.  
 211—H. Harrison.  
 253—J. W. Leahy.  
 262—A. T. Schroeder.  
 264—J. D. Snuringer.  
 308—J. Brunner.  
 309—W. H. Rutherford.  
 319—J. B. Dexter.  
 320—G. S. McArthers.  
 324—C. L. Roberts.  
 325—E. E. Barclay.  
 326—O. Rice.  
 342—H. W. Todd.  
 348—F. M. Barber.  
 E. W. Frink.  
 356—John A. Michels.  
 360—H. Smith.  
 M. H. Laytin.  
 371—James Keho.  
 375—W. S. Ferguson.  
 384—R. Menifee.  
 394—W. H. Saylor.

**From Division—**

- 400—O. F. Eaton.  
 410—F. M. Dose.  
 421—John Bingel.  
 423—J. W. Clark.  
 J. W. Miller.  
 424—M. L. Richards.  
 427—J. W. Davidson.  
 432—A. J. Ginn.  
 476—J. B. Stoltz.  
 486—W. F. Broad.  
 505—E. Smith.  
 525—M. R. Conyers.  
 526—P. Rucker.  
 539—W. A. Holeman.  
 552—J. W. Jolly.  
 580—Harry L. Aird.  
 584—S. W. Brooks.  
 636—Wm. McQueen.  
 641—F. Grimes.  
 644—Geo. A. Efner.  
 650—N. T. Thelen.  
 H. S. Haskins.  
 652—Henry Dreisbach.  
 658—R. J. Chambers.  
 Stanley Barlow.  
 665—A. L. Thompson.  
 725—L. K. Johnson.  
 730—John C. Waite.  
 746—George Burgett.  
 780—Harley Mack.  
 790—James Joslyn.  
 801—L. J. Shibley.  
 824—E. F. Zimmermann.  
 825—C. B. Green.  
 846—A. Elliott.  
 W. D. Gillott.  
 849—A. J. Whitfield.  
 R. R. Shackelford.

**WITHDRAWALS****From Division—**

- 43—S. F. Mitchell.  
 54—J. A. Wilkin.  
 61—T. W. Letchworth.  
 126—A. Linquist.  
 145—J. J. Gilligan.

**From Division—**

- 471—A. Fisher.  
 555—W. W. Booth.  
 732—Myron Gould.  
 745—Chas. Filkins.  
 811—A. J. Whiting.

**REINSTATEMENTS****Into Division—**

- 23—Fred Hogan.  
 37—Robt. Abbott.  
 71—Edward Murray.  
 85—Lester P. Helms.  
 96—L. C. Wheeler.  
 97—Allen F. Groner.  
 98—Marion R. Lux.  
 110—T. W. Armstrong.  
 128—M. Laumaillier.  
 129—J. E. Baker.  
 132—M. Pyle.  
 136—W. L. Yarbrough.  
 198—Wm. G. Martin.  
 255—Edward McCarrick.  
 256—R. H. McGregor.  
 J. A. Sanders.  
 Adam Denison.  
 281—J. I. Roberts.  
 290—Nathan Warring.  
 Oren Bottoms.  
 366—W. E. Vanvoorhis.  
 381—Francis B. White.  
 435—G. C. McSwain.

**Into Division—**

- 441—L. B. Marcy.  
 469—G. W. M. Swager.  
 493—Richard J. Navarre.  
 496—C. L. Doggrell.  
 498—B. F. Stubbs.  
 553—F. Sinclair.  
 609—W. A. Smith.  
 640—J. H. Aggleston.  
 643—J. L. Goodroe.  
 W. H. Holeman.  
 665—G. F. Trout.  
 680—C. H. McGowan.  
 703—J. B. Criswell.  
 736—J. C. Conroy.  
 John Beer.  
 753—D. Castonguay.  
 761—Earl Klome.  
 764—H. Stauffer.  
 790—Otto W. Peterson.  
 Martin J. Durkin.  
 815—F. J. Weise.  
 841—Walter Nichols.  
 B. L. Weatherford.

**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 3—W. Gana.  
 4—L. M. Topliff.  
 18—W. L. Caudle.  
 29—Chas. Moore.  
 38—J. D. Muston.  
 40—H. W. Clark.  
 54—B. Shay.  
 John Brierly.  
 57—Robert F. Sheldon.

**From Division—**

- 59—Patrick D. Reagan.  
 65—Matthew Wise.  
 71—H. W. Woden.  
 72—G. W. Moore.  
 77—H. C. Knowles.  
 97—W. F. Hellman.  
 H. H. Hildebrandt.  
 R. D. Hutchens.  
 113—Ray Seares.

**FOR OTHER CAUSES****From Division—**

- 1—John Maloney, violation Sec. 52, Statutes.  
 12—C. D. Flickenger, unbecoming conduct.  
 20—C. A. Johnson, forfeiting insurance.  
 43—Jas. Stuart, violation of obligation.  
 52—D. J. Burke, violation of Sec. 35, Standing Rules, violation of obligation and unbecoming conduct.  
 58—Henry W. Burgman, forfeiting insurance.  
 53—L. Y. Parker, violation Sec. 52, Statutes.  
 74—J. A. Ross, forfeiting insurance.  
 97—A. Ebaugh, forfeiting insurance.  
 143—E. Haynes, John W. Young, forfeiting insurance.  
 172—Leslie Voorhees, forfeiting insurance.  
 177—S. E. Calhoun, violation Sec. 52, Statutes.  
 221—John Wonderly, violation Sec. 35, Standing Rules and unbecoming conduct.  
 269—C. W. Stoddart, non-payment of insurance.  
 297—Paul Gunderson, violation Sec. 52, Statutes.  
 319—R. Burns, Jas. Hall, forfeiting insurance.  
 344—C. A. Cheek, forfeiting insurance.  
 367—Thos. Coppermith, Wm. J. Jeffery, forfeiting insurance.  
 421—Alfred Hutching, non-payment of insurance.  
 430—W. J. Williams, forfeiting insurance and not corresponding with Division.  
 510—Harold Warner, forfeiting insurance.  
 573—John C. Penn, forfeiting insurance.  
 598—D. L. Owen, forfeiting insurance.  
 634—C. O. Patterson, forfeiting insurance and not corresponding with Division.  
 664—J. McLaine, F. F. Tunnell, forfeiting insurance.  
 692—J. B. Sankey, forfeiting insurance.  
 696—E. B. Sears, forfeiting insurance.  
 724—F. C. Rickard, forfeiting insurance.  
 751—M. A. Henderson, Thos. Morgan, violation Sec. 44, Statutes.  
 781—J. A. Harvey, non-payment of insurance.  
 783—J. M. Harding, non-payment of insurance.  
 808—S. J. Lyons, failing to correspond with Division.  
 815—W. L. Corey, forfeiting insurance.  
 816—R. Billings, unbecoming conduct.  
 The expulsion of A. G. Hammer, from Div. 391, which appeared in the May Journal was incorrectly reported to Grand Office and should have read withdrawn.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 167-171

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, July 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
82	Adolphus E. Stone	40	298	Nov. 10, 1910	Apr. 24, 1917	Killed.....	\$1500	Cassie V. Stone, w.
83	Geo. H. Keating	42	87	Mar. 7, 1909	Oct. 16, 1915	Blind right eye.....	1500	Self.
84	E. W. Long	40	766	Nov. 2, 1910	Apr. 29, 1917	Killed.....	3000	Nettie M. Long, w.
85	Smith Watson	71	157	Sept. 14, 1893	May 17, 1917	Killed.....	1500	Grace D. Watson, w.
86	J. C. Treutle	64	399	July 10, 1894	May 5, 1917	Killed.....	1500	Mrs. E. D. Treutle, w.
87	Wm. F. Butt	35	456	Dec. 28, 1913	May 15, 1917	Tonsillitis.....	1500	Rosie M. Butt, w.
88	John B. Duke	53	770	Aug. 15, 1904	Apr. 16, 1917	Cancer of face.....	1500	Sarah E. Duke, w.
89	C. J. Eubank	67	561	Feb. 28, 1889	May 16, 1917	Pneumonia.....	1500	Josie V. Eubank, w.
90	C. W. Fletcher	56	312	July 13, 1902	May 11, 1917	Carcinoma of jaw.....	1500	Hannah L. Fletcher, w.
91	Wm. Cunneen	52	54	June 17, 1896	Mar. 18, 1917	Peritonitis.....	1500	Children.
92	J. B. Whilden	47	309	Nov. 12, 1905	Jan. 18, 1917	Accidental poisoning.....	3000	Children.
93	John S. Glenn	73	221	Jan. 1, 1880	May 17, 1917	Hardening of arteries.....	3000	Laura Glenn, w.
94	James J. Burke	61	580	Apr. 20, 1903	May 14, 1917	Leg amputated.....	1500	Self.
95	John Roach	50	366	Sept. 23, 1901	Apr. 5, 1917	Left eye removed.....	1500	Self.
96	Joshua T. Cole	58	310	May 6, 1906	May 17, 1917	Pernicious anaemia.....	1500	Nancy J. Cole, w.
97	Wm. J. Mackin	47	3	Dec. 22, 1902	May 9, 1917	Pneumonia.....	1500	Katy Larkin, sister.
98	A. Mansfield	69	3	Apr. 30, 1880	Apr. 30, 1917	Apoplexy.....	3000	Addie M. Mansfield, w.
99	Chas. D. Comstock	40	713	Mar. 18, 1908	May 15, 1917	Empyema.....	1500	Mary B. Comstock, m.
100	John E. Stack	48	248	Oct. 17, 1902	May 18, 1917	Paralysis.....	1500	Julia Stack, w.
101	J. T. Horton	36	339	Dec. 3, 1905	Jan. 12, 1917	Blind.....	3000	Self.
102	Oliver Cox	55	599	Sept. 17, 1888	May 19, 1917	Diabetes.....	3000	Margaret Cox, w.
103	L. J. Smith	46	61	June 27, 1907	May 12, 1917	Dilatation of heart.....	1500	Emma Smith, w.
104	J. F. Collins	48	172	June 18, 1905	May 16, 1917	Organic heart disease.....	1500	Adele M. Collins, w.
105	John Dwyer	51	168	Dec. 11, 1895	May 15, 1917	Tumor of brain.....	1500	Harriet Dwyer, w.
106	Irwin F. Beaumont	35	130	July 27, 1909	May 15, 1917	Killed.....	1500	Ethel G. Beaumont, w.
107	Michael D. Burke	62	457	Nov. 1, 1901	May 29, 1917	Bright's disease.....	750	Ellen M. Burke, w.
108	M. J. Maroney	62	537	Jan. 25, 1884	May 25, 1917	Myocarditis.....	3000	Carrie B. Maroney, w.
109	John Dickerman	79	815	Mar. 1, 1868	May 16, 1917	Angina pectoris.....	3000	Martha Dickerman, w.
110	E. G. White	57	158	Apr. 27, 1899	May 12, 1917	Meningitis.....	1500	Grace D. White, w.
111	Chas. H. Barstow	49	607	June 11, 1903	May 15, 1917	Locomotor ataxia.....	750	Eunice W. Barstow, w.
112	Reese Q. King	70	235	Apr. 17, 1896	May 23, 1917	Apoplexy.....	3000	Emma A. King, w.
113	Chas. E. Eckley	39	325	Dec. 28, 1902	May 26, 1917	Pneumonia.....	3000	Anna M. Eckley, w.
114	H. W. Plummer	67	47	Jan. 4, 1889	May 24, 1917	Diabetes.....	4500	Emma C. Plummer, w.
115	Hiram E. Moore	67	288	Feb. 1, 1896	May 24, 1917	Pneumonia.....	1500	Caroline L. Moore, w.
116	Edwin S. Paul	48	312	Nov. 2, 1913	May 29, 1917	Pneumonia.....	1500	Austin L. Paul, b.
117	W. H. Carroll	58	321	Dec. 7, 1887	May 23, 1917	Carcinoma of stomach.....	4500	Mary A. Carroll, w.
118	Wm. Rutherford	50	322	Nov. 20, 1894	May 25, 1917	Carcinoma of abdomen.....	1500	Isab'la Rutherford, w.
119	George Rambo	61	325	Oct. 25, 1884	June 1, 1917	Apoplexy.....	3000	Ada C. Rambo, w.
120	Philip McGuire	40	488	Aug. 13, 1904	May 28, 1917	Acute dilated heart.....	4500	Cath'ne P. McGuire, w.
121	George M. Barr	57	374	Jan. 24, 1891	May 22, 1917	Locomotor ataxia.....	3000	Carrie E. Barr, w.
122	C. N. Payne	56	291	Dec. 10, 1890	May 24, 1917	Apoplexy.....	3000	Rosa H. Payne, w.
123	Ulysses S. Hansen	42	236	Feb. 7, 1915	May 12, 1917	Killed.....	1500	Eliza' th F. Hansen, w.
124	Gore Stuck	47	336	Mar. 6, 1905	May 21, 1917	Bright's disease.....	1500	Charles Stuck, son.
125	Thos. O'Neill	55	244	Mar. 25, 1899	May 21, 1917	Nephritis.....	1500	Mrs. Anast'ia Flynn, w.
126	S. S. Weeden	55	30	Sept. 13, 1897	May 3, 1917	Endocarditis.....	1500	Jennie O. Weeden, w.
127	G. Arthur Morris	36	647	May 1, 1910	May 26, 1917	Killed.....	3000	May Morris, w.
128	R. M. McCloud	64	157	Aug. 28, 1880	June 7, 1917	Nephritis.....	3000	Lydia C. McCloud, w.
129	Frank E. Buell	56	116	July 2, 1899	May 31, 1917	Heart disease.....	3000	Kitty Buell, w.
130	S. P. Bourne	48	336	Apr. 25, 1905	May 18, 1917	Arterio sclerosis.....	1500	Chas. Bourne, b.
131	Jesse M. Powell	38	599	Nov. 22, 1903	May 4, 1917	Left hand amputated.....	1500	Self.
132	Wm. H. Darling	70	419	Jan. 19, 1894	June 1, 1917	Endocarditis.....	1500	Josephine Darling, w.
133	Frk W. Thompson	47	833	Dec. 2, 1900	May 9, 1917	Killed.....	1500	Clara A. Thompson, w.
134	Wm. Eitt	48	307	Oct. 3, 1902	June 4, 1917	Hemorrhage.....	4500	Mary F. Eitt, w.
135	M. S. Kintner	40	171	Apr. 21, 1911	May 12, 1917	Septicemia.....	3000	Susie Kintner, w.
136	Rich'd J. Dobson	49	94	Sept. 17, 1896	May 24, 1917	Tuberculosis.....	3000	Elizabeth Dobson, w.
137	Ewing C. Brown	57	400	Mar. 7, 1904	May 30, 1917	Suicide.....	3000	Clara M. Brown, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
138	Jos. S. Depuy.....	53	148	July 27, 1896	May 24, 1917	Nephritis.....	\$3000	Eliza A. Depuy, w.
139	A. G. Peterson.....	59	186	Jan. 19, 1903	May 31, 1917	Paralysis.....	1500	Mina Peterson, w.
140	N. C. Harrington.....	81	116	July 5, 1885	June 6, 1917	General debility.....	3000	Mary Harrington, w.
141	Edwin M. Eyler.....	52	396	Mar. 21, 1898	June 5, 1917	Cerebral hemorrhage.....	3000	Minnie Eyler, w.
142	Wm. E. Hunter.....	43	228	Jan. 6, 1904	May 26, 1916	Blind right eye.....	3000	Self.
143	Chas. W. Mudge.....	65	48	Oct. 16, 1900	May 14, 1917	Carcinoma of foreh'd.....	1500	Albert Mudge, son.
144	E. M. Nixon.....	56	171	Feb. 13, 1892	June 2, 1917	Paralysis.....	3000	Sabina Nixon, m.
145	J. M. Gayle.....	59	265	Oct. 5, 1891	May 19, 1917	Killed.....	1500	Maggie M. Gayle, w.
146	Peter P. Glaeser.....	47	254	June 20, 1907	May 29, 1917	Cancer of stomach.....	3000	Madge Glaeser, w.
147	Archie L. Calhoun.....	41	309	June 3, 1907	May 24, 1917	Left hand amputat'd.....	3000	Self.
148	W. M. Shores.....	41	437	Nov. 25, 1900	May 27, 1917	Consumption.....	1500	Mrs. B. L. Shores, m
149	Dwight E. Webb.....	51	145	Mar. 3, 1900	May 2, 1917	Endocarditis.....	1500	Daughters.
150	Harry Graham.....	35	355	Feb. 18, 1912	Sept. 17, 1916	Killed in war.....	1500	Margaret Graham, w
151	F. A. Zugschwerdt.....	44	662	Aug. 25, 1901	Apr. 9, 1917	Apoplexy.....	1500	G. M. Zugschwerdt, s
152	O. S. Daggett.....	60	244	July 8, 1900	May 7, 1917	Pneumonia.....	3000	Laura P. Daggett, w
153	Hugh M. Howard.....	45	132	Mar. 13, 1905	May 15, 1917	Bronchitis.....	1500	Florence Howard, w.
154	W. F. Byers.....	48	619	Sept. 2, 1900	May 22, 1917	Pulmonary abscess.....	3000	Kathryn M. Byers, w
155	John Stanton.....	50	22	Apr. 6, 1902	May 23, 1917	Uremia.....	1500	Children.
156	B. McFadden.....	37	152	Apr. 7, 1912	May 24, 1917	Chronic nephritis.....	3000	Albertha M'Fadden, w
157	Joseph Pearce.....	65	485	Feb. 23, 1891	May 27, 1917	Diabetes.....	3000	Bessie F. Pearce, d.
158	J. H. Burnham.....	74	312	Aug. 22, 1892	May 31, 1917	Cerebral apoplexy.....	1500	Jennie R. Brooks, d.
159	E. G. Pinkham.....	45	312	Nov. 12, 1899	June 7, 1917	Heart failure.....	1500	Annie Pinkham, w.
160	Chas. McNeil.....	47	85	Jan. 21, 1900	June 2, 1917	Left eye removed.....	1500	Self.
161	C. F. De Groot.....	60	47	Feb. 18, 1893	June 2, 1917	Arterio sclerosis.....	3000	Emma De Groot, w.
162	Chas. D. Weissell.....	53	260	Nov. 16, 1908	June 3, 1917	Nephritis.....	1500	Wife and daughter.
163	Arthur Goodyear.....	49	251	Sept. 5, 1890	June 4, 1917	Pernicious anaemia.....	750	Thelma Goodyear, d.
164	Thomas Reed.....	73	115	Feb. 25, 1880	June 6, 1917	Pneumonia.....	3000	Lizzie Reed, w.
165	T. M. Erwin.....	50	473	June 16, 1906	June 7, 1917	Nephritis.....	1500	Fannie M. Erwin, w.
166	W. H. Whittaker.....	52	375	Jan. 21, 1913	June 7, 1917	Carcinoma of liver.....	1500	Manie Whittaker, w.
167	Frank E. Hewitt.....	58	417	July 22, 1908	June 8, 1917	Angina pectoris.....	1500	Ella C. Hewitt, w.
168	A. J. Hance.....	50	330	July 17, 1893	June 9, 1917	Cancer of stomach.....	1500	Katherine Hance, w.
169	William Bowman.....	53	683	Feb. 14, 1904	June 9, 1917	Carcinoma of pancreas.....	3000	Sadie Bowman, w.
170	J. L. Bronson.....	66	394	May 1, 1896	June 13, 1917	Hemorrhage.....	1500	Essie E. Bronson, d.
171	A. M. Garner.....	69	37	Feb. 16, 1891	June 14, 1917	Carcinoma of lip.....	4500	Children.

Total number of disability claims

8

Total number of death claims

82 90

Total amount of claims, \$197,250.00

## Financial Statement

CLEVELAND, O., June 1, 1917.

## MORTUARY FUND FOR MAY

Balance on hand May 1, 1917.....	\$154,815 81
Received by assessments Nos. 962-966 and back assessments.....	\$202,823 79
Received from members carried by the Association.....	2,254 70
Interest.....	477 88
	<hr/>
	\$205,556 82
	<hr/>
Total.....	\$360,871 63
Paid in claims.....	154,831 98
	<hr/>
Balance on hand May 31.....	\$205,539 70

## SPECIAL MORTUARY FUND FOR MAY

Balance on hand May 1.....	\$823,465 55
Received in May.....	23,812 36
	<hr/>
Balance on hand May 31.....	\$847,277 91

## EXPENSE FUND FOR MAY

Balance on hand May 1.....	\$97,216 92
Received from fees.....	\$ 843 92
Received from 2 per cent.....	4,649 97
	<hr/>
	\$ 4,998 89
	<hr/>
Total.....	\$102,210 81
Expenses for May.....	2,407 01
	<hr/>
Balance on hand May 31.....	\$99,803 80

## Statement of Membership

FOR MAY, 1917

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership April 30, 1917.....	1,491	43,176	121	19,848	5	4,542
Applications and reinstatements received during the month.....	1	361	..	95	..	16
<b>Totals</b> .....	<b>1,492</b>	<b>43,537</b>	<b>121</b>	<b>19,943</b>	<b>5</b>	<b>4,558</b>
From which deduct policies terminated by death, accident, or otherwise.....	9	129	..	57	..	7
<b>Total membership May 31, 1917</b> .....	<b>1,483</b>	<b>43,408</b>	<b>121</b>	<b>19,886</b>	<b>5</b>	<b>4,551</b>
<b>Grand total</b> .....						<b>69,454</b>

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 780, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,328.43.

Arthur V. Burch, son of our late Brother N. M. Burch, of Div. No. 59, Rensselaer, N. Y., amount due \$23.15.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID JUNE 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
786	400	Ed Bixby.....	\$10 71	815	669	James A. Dunn.....	\$70 71
*787	236	W. H. Morris, Adv.....	150 00	816	511	Herbert Smith.....	40 00
*788	457	C. E. Moulton, Adv.....	90 00	817	368	J. R. Hoffman.....	45 71
789	554	Hugh Sullivan.....	220 00	818	391	Chas. E. Kumlek.....	70 71
*790	130	G. R. McIntosh, Adv.....	250 00	819	17	A. D. McGinnis.....	120 00
791	448	C. R. Brown.....	18 57	820	239	A. M. Poe.....	45 00
792	402	C. I. Denney.....	182 86	821	251	Sol L. Varner.....	60 00
793	8	H. Steding.....	20 00	822	511	W. P. Harris.....	30 00
794	19	W. Johnson.....	74 29	823	523	Carl G. Schultz.....	185 71
795	27	James H. Fortney.....	60 00	824	491	O. M. Lindley.....	40 00
796	156	Wm. A. Giger.....	42 86	825	609	Patrick J. Kennern.....	34 29
797	296	C. P. Colvin.....	157 14	826	473	H. P. Hartupsee.....	51 43
798	317	J. L. Young.....	45 00	827	569	A. B. Simmons.....	20 00
799	500	J. F. Stout.....	5 71	828	267	Joseph E. Divelbiss.....	28 57
800	603	Darius Jones.....	22 86	829	501	Oscar Ash.....	6 43
801	200	A. B. Stickney.....	20 00	830	599	J. S. Smith.....	28 57
802	842	Thomas McCrae.....	37 14	831	738	Gilbert C. Moore.....	100 00
803	177	John W. McKee.....	20 00	832	527	C. V. Stewart.....	15 00
804	200	H. C. Kiley.....	94 29	833	631	W. H. Nash.....	570 00
805	260	Henry L. Clark.....	14 29	834	155	Fred W. Ghere.....	711 45
806	304	David Patterson.....	108 57	835	176	Fred Purcell.....	12 86
807	317	J. H. Moore.....	32 14	836	225	Walter J. Jones.....	31 43
808	495	A. I. Ingram.....	42 86	837	427	Benoist P. Gilman.....	20 00
809	498	R. C. Wilkes.....	60 00	838	147	O. W. Southern.....	22 86
810	535	J. E. Ferguson.....	160 00	839	197	H. E. Moseley.....	34 29
811	778	Robert C. Oliver.....	20 00	*840	27	C. O. Shunk, Adv.....	150 00
812	425	W. O. Read.....	22 86	*841	408	W. G. Huddleston, Adv.....	240 00
813	850	L. Mason.....	62 86	842	232	W. B. Casey.....	180 00
814	190	Thos. Rogers.....	77 16	*843	239	E. W. Roberts, Adv.....	175 00

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
844	254	D. D. Hall.....	\$294 29	876	361	Chas. E. Suggs.....	\$17 14
845	294	L. G. Johnson.....	8 57	877	427	Baxter S. Lycin.....	85 71
*846	333	E. A. Yarwood, Adv.....	320 00	878	438	C. H. Bell.....	54 29
847	448	K. Munsey.....	51 43	879	573	Joseph Zingraff.....	42 87
848	514	G. E. Snyder.....	17 14	880	237	Chas. F. Keneler.....	37 14
849	44	John O'Connor.....	182 86	881	792	John H. Hughes.....	77 14
850	83	C. L. Rhodes.....	37 14	882	267	Wm. P. McCallister.....	20 00
851	127	Caes Weller.....	32 14	883	743	H. H. Hairfield.....	97 14
852	141	W. M. DeBoer.....	48 57	*818	210	J. L. Fickling, Adv.....	150 00
853	230	F. M. Hawks.....	17 16	*858	382	C. A. Hessler, Adv.....	90 00
854	392	James Lenahan.....	22 86	*782	372	C. W. McCoy, Adv.....	240 00
855	436	P. A. Rossiter.....	51 45	*630	811	M. H. Tate, Adv.....	130 00
856	609	B. F. Mendenhall.....	5 71	*245	498	G. H. Hall, Adv.....	140 00
857	609	F. J. Hasler.....	51 43	*949	66	Chas. A. Robinson, Adv.....	70 00
858	708	E. L. Johnson.....	20 00	357	853	C. Y. Fuller, Bal.....	348 57
859	850	L. P. Scott, Jr.....	15 00	687	568	J. M. Cox, Bal.....	135 00
860	861	H. D. Bruce.....	17 14	110	220	L. W. Hornbeck, Bal.....	184 29
861	396	J. A. Gallagher.....	54 29	528	121	P. A. Quigley, Bal.....	26 43
862	267	P. C. Robey.....	60 00	597	178	Wallace J. Lang, Bal.....	170 00
863	182	Robert Heriot.....	25 71	*601	20	A. W. Brinley, Adv.....	130 00
864	176	Geo. T. Patterson.....	15 71	1689	265	Henry B. Garner, Error.....	4 29
865	158	John Corron.....	31 43	*315	547	P. H. Dorsey, Adv.....	100 00
866	514	E. E. Stanfield.....	15 00	529	131	R. A. Eddy, Bal.....	100 00
867	363	John W. Parrish.....	28 57	*153	100	A. R. Ayers, Adv.....	80 00
868	80	A. M. Fuller.....	37 14	*203	19	Frank S. Padgett, Adv.....	83 50
869	177	Wm. H. McCune.....	28 57	*916	290	A. T. Stewart, Adv.....	165 00
870	179	John O'Reilly.....	17 16	*239	463	Oscar S. Ball, Adv.....	200 00
871	98	Ed Cole.....	88 57	*749	232	Forrest Bullard, Adv.....	100 00
872	101	C. E. Glass.....	227 16	603	66	Herman Rupp, Bal.....	51 79
873	200	Chas. J. Montgomery.....	42 86	748	358	D. B. Morrey, Bal.....	22 86
874	267	G. H. Redfearn.....	14 29	*818	210	J. L. Fickling, Adv.....	150 00
875	267	O. A. Stevenson.....	91 43				
							\$10,536 18 10,536 13

Total number of Weekly Indemnity Claims, 99. \*Number of Advance Payments on Claims, 21.

†Error in time claimed, 1.

## INDEMNITY DEATH AND DISABILITY CLAIMS PAID JUNE 1, 1917.

Claim	Div.	Name	Amt. Paid
199	833	Frank W. Thompson.....	\$2,000 00
200	338	Theo. A. Lyon, blind left eye.....	1,610 00
			\$3,610 00
			\$3,610 00

Total number of Indemnity Death and Disability Claims, 2.

\$14,146 13

Weekly Indemnity Claims paid from December 1, 1906, to May 1, 1917 \$912,024 92

Indemnity Death and Disability Claims paid from April 1, 1907, to May

1, 1917..... 844,894 28

\$1,256,919 20 \$1,256,919 20

\$1,271,065 33

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

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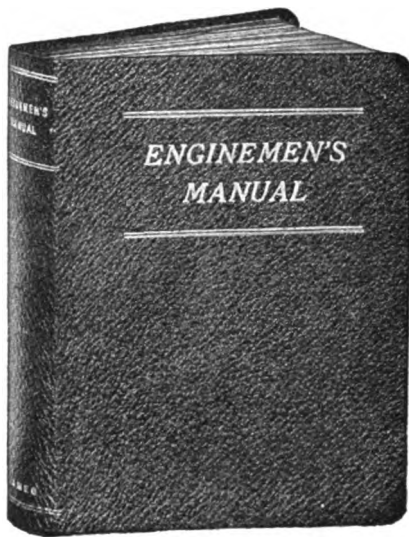
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Vol. 51

AUGUST, 1917

No. 8

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C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

AUGUST, 1917

Number 8

## From the Soldiers' Camp

Here's to the maid who is sitting tonight,  
Writing a letter to charm us;  
Here's to the lass who alone has the might  
Just by a word to disarm us!  
Welcome the missive, sweet-scented and square,  
E'en though she may have declined us—  
For now any message is ecstasy rare  
From the girl we have left behind us.

Jiggers, mosquitoes and snakes we have fought,  
Scrambled through ditches unwavering;  
Every discomfort we quickly forgot,  
If only the mail-pouch is fav'ring!  
Never so far from "base of supplies"  
That Cupid's unable to find us,  
The alightest pen-scratching we tenderly prize  
From the girl we have left behind us.

Lips we have kissed (or would like to have kissed)  
Speak to us oft through a letter;  
Hands we have squeezed (such dear little fists)  
Make us still further your debtor!  
Soldiers and sailors we fear not the fray,  
Careless where fate has consigned us,  
Bearing the balm of "A letter today"  
From the girl we have left behind us.

—*Philadelphia Bulletin.*

## A Prairie Fire

BY RUTH GRAHAM

The full September moon shone down upon a little cabin on the dry prairies of western Kansas, lighting up the faces of a young man and woman who were slowly walking up and down the open space before the door.

"I was so happy, Rachel," the man said, glancing at the strong, beautiful face of his companion, "when I heard your school up in the Wyoming moun-

tains was closed and you were coming home. I thought you were coming to stay this time. I hope so, for, Rachel, I've loved you a long time."

Dan Southard leaned toward the girl to study the effect of his avowal on her.

But Rachel Winton betrayed no emotion.

She merely turned her dark eyes from the man's eager face and looked off across the moonlit prairie.

"I've been working and waiting, Rachel," he continued, his voice husky with feeling, "until I had something to offer you. I was sure you wouldn't give up teaching for just anything—you're not that kind.

"But I've loved you ever since two years ago, when we all came out to these prairies together in our covered wagons. I remember, after we were here, how bravely you worked to help your parents get started off comfortably before you went with your uncle to Wyoming to teach that ranch school."

"Dan," she exclaimed almost sternly, "I haven't ceased to remember our old house, which father lost on that security debt, the house we were forced to leave when we came here! Mother and I were not very brave, for we shed tears most of the way, though no one knew it. We came because it was the only thing to do, but this pioneer life is a hard, hard one.

"In my heart I am at war with it and always have been. It takes away youth and kills all high and noble ambitions.

See how mother has aged during the two years we have lived here. It makes me bitter. That's why I go back to teach. I'm going to make enough to take them away from this life."

"But, Rachel," he pleaded, "you shall never work as your mother has had to. I promise it." Then, suddenly, with a catch in his voice, "Say, girlie, there's no truth in the report about your caring for that rich Wyoming ranchman?"

"Mr. Miles has been very kind to me," she answered without pretending not to understand. "He has offered to let father and mother have the lovely home he owns in Denver if I'll marry him. It would be an ideal place for them to end their days in."

"My God, girlie! I couldn't stand it to see you the wife of another!" the young man cried, his strong frame shaken with emotion.

"You mustn't care so much, Dan," she returned, tender pity for his suffering making her tones kind. "Get a better girl to share your home—one who will love you enough to make the best of this hard life."

"Never, never, Rachel!" he answered, with passion. "I love only you. If you could but read my heart and see how much, you would surely care just a little for me. Your ranchman, rich as he is, will never love you as I do, Rachel! Never!"

"I couldn't love any man well enough to give up all I enjoy and settle down to this isolated life, this continual treadmill of drudgery," she retorted, turning away; then in a milder tone, "Forget me, Dan."

Forget her! That he would never do—he never could. There was a time—it was when they lived in their covered wagons and camped at night by the trail; yes, and even after they were settled here—that he had thought she cared for him.

Those had been the happiest days in Southard's life. He had never dreamed that she hated those free, rolling prairies so intensely.

Blind to this, he had been toiling on his new claim to get things in good shape before asking her to marry him.

Bitterly now he felt that it was all

labor lost, for without Rachel Winton nothing was worth while.

After gazing at the girl a moment in silent reproach Southard walked over to his tethered horse, mounted and rode away.

The moon climbed higher as Rachel stood looking after the vanishing horseman.

"Poor Dan!" she murmured. "He is so strong and good. Father and mother love him like a son, but I just can't, can't!" And the tears gathered in her eyes.

"I was intended for something better. If I wasn't, why should I dislike the rough, crude ways of pioneer life so terribly?"

With this question on her lips Rachel Winton entered the cabin, where her parents were already asleep, and sought her couch.

For a long time she lay awake, her mind, much against her will, busy comparing young Southard and Mr. Miles.

Dan's clear-cut but somewhat boyish face lost nothing by comparison with that of the bearded, middle-aged ranchman who had been wooing her persistently for the past year.

Life with one meant the unceasing drudgery of the prairie farm; with the other, wealth to enable her to live wherever she might choose herself and also give her parents a comfortable home.

But which of the men held the key to her heart?

Really she could not tell, but she grew drowsy making herself believe she would be able in any event to compel her mind with its power of judging wisely to control her heart.

Toward midnight she was aroused by a strange pungent smell pervading her little room. Her breathing was not quite free. What could it mean?

She lay for a minute dazed, yet with what sense she could command, trying to discover the cause of the odor that was gaining in strength and stifling power.

Suddenly a great crimson light illumined the small window. With a quick movement Rachel sprang from bed, and as she did so there came to her ears the

rapid beat of a horse's hoofs on the prairie road.

Then she heard Dan's voice, burdened with awful import.

"Rachel!" he called. "Mr. Winton! Get up! Get up quick! The prairie is on fire!"

"Father! Mother!" the girl called, running to their bed. "Get up! Do you hear? There is a big fire. Yes, Dan," she called from the window as she helped her mother to dress.

"There's not a minute to lose," Southard called back. "The fire is sweeping this way as fast as a strong wind can bring it."

There had been no rain for three weeks, and everything was as dry as tinder.

The Wintons understood the terrible danger impending.

Not only the cabin, but stock, crops, even they themselves, were at the mercy of those leaping flames.

"Bring the blankets, quick!" shouted Southard. Obeying him instantly, Rachel dragged every blanket out of the house.

Dan had ridden his horse to the little spring in the hollow and was rapidly filling every pail he had been able to find about the place.

Acting under his directions, the girl mounted her father's pony, and she and Dan carried water for Mr. and Mrs. Winton to wet the blankets, this being their only means of fighting the fire.

How they worked and fought! It seemed as if the whole world was arrayed against them, and all the while the moon looked down, cold and uncaring, while the fire swept fiercely onward until it caught in a row of dry cornstalks that reached nearly to the cabin. Here the battle must be fought with renewed energy.

The smoke of the burning grass and grain assailed their nostrils, scorched their throats and blinded their eyes, but with hands torn and blistered they toiled on.

When the old couple fell back overcome, Dan and Rachel took their places with the heavy wet blankets and worked side by side. Inch by inch they beat back the angry flames.

Even in that terrible situation the girl

felt a singular strength and coolness in working by Southard's side. She felt that the enemy must yield to such grand and compelling superiority.

When the fire attacked them from another vulnerable point it was Dan's exhaustless energy that saved the day.

By sacrificing a patch of ripe grain, through a prompt back fire, the foe was met and made to recoil in wrathful flames upon itself.

After a time the great body of the fire swept away northward, having consumed everything of the Wintons' except cabin and stock.

With a thankfulness in their hearts for the preservation of these, the old couple entered the house and threw themselves upon the floor.

Then Southard and Rachel came back with weary, lagging feet from their last successful onslaught.

"Everything's safe now, Rachel," he said huskily, starting toward his horse.

"Dan," she questioned, a queer choking in her throat, "you are not going now?"

He stopped and looked at her. She had never appeared more beautiful to him than now, with the marks of that great fire battle upon her face and tattered dress.

"All we have left we owe to you, Dan," she went on, noting his scorched face, bleeding hands and burned clothing.

Then she placed her blackened hand on his shoulder. How he trembled under that touch!

"I don't feel as if I could bear to have you leave us, Dan." There was a tender pleading in her tones.

"The danger's over, Rachel," he reassured her, "and I must ride all the way to Westfield before daybreak."

"Why to Westfield?" she asked.

Without a word he pointed across the blackened prairie toward his claim.

Only a mass of smoking ruins marked the place where his house and stable had been. She understood.

"You left all you had to come to us, Dan," she said, with a sob. "Now you have nothing left. Without your help everything here, even our lives, would have been sacrificed. Oh, Dan, the light

of that fire has given me a sight of my own heart! I see that the true life for me is right here, and if you let me I'll help you make another home."

"Rachel!" he cried. "You can't mean it! Do you really love me?"

"I have loved you all the time, my knight of the prairies," she answered as his strong arms gathered her to his breast.

A time came when the home was rebuilt and all the other property restored. The pair lived a new and a different life.

### A Farmer's Son

BY GREGORY MOORE

They say that doctors and clergymen see more of humanity as it is than any other class of men, but I question if the endless panorama of incidents typifying the different phases of human life is witnessed by any class that every day passes, before bankers. Sometimes whole stories are enacted before us spread over a term of years. I am the repository of one such story that I watched from its beginning to its climax.

One afternoon a weather-beaten old farmer with silky white hair scattered over his head came to my desk and, pulling out a wallet, asked for a draft on Denver for \$200 in favor of Thomas Williams. He counted out the money, and then, having nothing to do while the draft was being prepared, began to tell me the beginning of this story.

"I'm sendin' the money," he said, "to my boy out in Colorado. He went out there a year ago, takin' some money with him that I gave him, but he hasn't had much luck, and it's all gone. First he got sick; then when he got well he went prospectin' and struck sompin that looked good, but some other fellers jumped his claim, whatever that means, and took it all away from him.

"Then Tom got sick ag'in and went to a horsepittle and stayed there three months. Now he's got out of the horsepittle and lookin' about for somepin. I'm sendin' this money to give him a chanct. Tom's his mother's pet, and she lays awake nights worryin' about him. I'm mighty fond of the boy myself somehow.

"When he got old enough to work I wanted him to help me on the farm. He tried it for awhile, but I see purty quick he didn't take to it. He was too smart to be contented to follow a plow same 's his father, who didn't never get no eddication. So I says to him one day: 'Tommy, reckon you'd better go to the city and work that a-way. This don't suit you.' He was mighty well pleased at that. It almost broke ma's heart to part with him, but she knowed it was better for him and let him go.

"Tom didn't like it in town so well as he thought he would. Leastaways he didn't stay long in the place he went into. They must 'a thought a heap of him, though, for they raised his salary twice, so he wrote me. But he got into a fight with one of the head clerks and got himself discharged. He said the head clerk accused him of stealin' some money.

"Tom was allus an ambitious little chap, and after leavin' his place he concluded he'd go west and try and do somepin big, for ma and me agin we got too old to work. So we scraped up \$500 and give it to him, and he"—

At this moment a clerk laid the farmer's draft on my desk, and the first chapter of his story was finished, for he began to count over his soiled and torn bills, now and again wetting his thumb on his lip as he turned them up. Then, leaving them to me and carefully folding his draft, he put it in his wallet, crammed the wallet down into the bottom of his pocket and with a "Goodby, Mr. Cashier!" left the bank.

The second chapter of the story is very short. There is hardly enough in it to make a chapter, but there is a good deal beneath the few words required to tell it. A girl of eighteen came to the bank, laid down \$24, nearly all in silver coin, and asked for a draft to cover the amount.

"To whom will you have it made payable?" I asked.

"Tom Williams," in a soft voice, almost a whisper.

I ordered the draft made out, and the girl stood waiting. Unlike the farmer she didn't tell all I would have liked to know, so I asked:

"Is Tom Williams your brother?"

"No," she replied, looking down on the floor.

I had not liked the indications as to Tom's character as they appeared in his father's account of him, and now that money was going to him from his sweetheart I began to despise him. I handed the girl the draft and had a good opportunity to study her, for she never once looked up at me. She went out with it hugged up against her heart, as though she loved it because she had saved it for Tom.

My next visitor in behalf of Tom was his mother. She stood by my desk emptying on it from a carpetbag a lot of bills and silver and copper coins. Not knowing who she was, I asked what I should do with the money, and she said, "Send it to Tom." By this time I was not likely to forget Tom and asked if she wished a draft for Thomas Williams. She said she did. I turned her funds over to a clerk to count, and he reported that they amounted to \$643.47. I ordered the draft to be made out, placed a chair before the old lady and said, with a view to my enlightenment:

"Mr. Williams pretty busy nowadays?"

"No, pa ain't busy. He's sick. I wish we had our boy here to help us. He's out in Colorado prospectin'. He says he's struck a mine or a-goin' to strike a mine or somepin and wants some money for grubstakin' or somethin like that. We're sendin' him all we kin jest now, but hope to send him some more bime by. We had some money saved up for old age, but we've been a-drawin' on it for Tom, and this is all there is left."

When she went out with her draft I found myself boiling with indignation at this worthless scamp who was sucking the lifeblood out of his old father and mother—even his sweetheart.

There was a visit from the sweetheart after this to ask for a draft of \$18.50, which convinced me that Tom had accepted the last amount she had sent him. Then one day the old farmer came in, pale and trembling, evidently just out of a sickbed, with the check of a mortgage company for \$1,000. He asked for a draft in exchange for it payable to this vampire of a son. We bankers make it a rule to

mind our own business, but I had reached a point where I could no longer refrain from warning this poor old man.

"So you have mortgaged your farm to send money to your son?" I said.

"Yes; Tom's in powerful need of money. The mine he thought was goin' to turn out so fine petered out. He says it closed up as he went down instead of openin'."

"And you lost all the money you sent him for the development?"

"Yes, we lost it," replied the old man, with a tremulous voice.

"Aren't you afraid you'll lose this too?"

"I dunno. Tom's got another mine. He says he's sure o' this."

"Of course it's no business of mine, but I don't like to see you, an old man, mortgaging your farm to send money to a son who should be giving you money instead of you giving it to him. Suppose you can't pay the interest on the mortgage when it is due. You will lose your farm."

The old man stood wiping his face with a bandanna handkerchief, the picture of misery.

"I know what yer mean," he said, "but ma she won't keep back anything the boy wants. She never did. I always told her she'd spoil him."

"I'm afraid she has spoiled him. You should know that your son is not wasting your money at gambling or something like that and telling you that he's on the verge of making a fortune in a mine before risking any more money on him."

"That's what I tell ma."

At this moment the draft was laid before me, but instead of handing it to him I said:

"Haden't you better think this over?"

He stood, his eyes fixed on vacancy, slowly swaying or tottering, and I knew there was a great contest going on in his mind. His love for his boy conquered.

"I'm 'bliged to you, Mr. Cashier, and mebbe you're right, but I allus believed in my Tom, and I can't go back on him now."

I handed him the draft, and he scuffled slowly out of the bank.

The old man must have borrowed all



he could on his farm, considering the transaction as a sale, for he failed to pay the first interest that fell due on the mortgage. I knew this, because I saw in a newspaper a legal notice of foreclosure proceedings on his farm.

"Well," I sighed, laying down the paper, "the old man has given his home to his reprobate son. He has nothing more to give. I shall not suffer again at seeing him come into the bank to do what I can't prevent his doing."

On the street the same day I met the young girl who I was sure was Tom's sweetheart. I stopped her and asked:

"Is Farmer Williams turned out of house and home?"

"Not yet, sir."

"But he will be?"

"I suppose so."

"Has his son sent him anything to help him?"

"No sir. He wrote to say that he was awful sorry to see the farm go, but he could not help it."

"H'm! Do you think a son who will treat his father and mother like that would treat a wife any better?"

Tears came into her eyes. I was ashamed at giving her this useless pain. I walked on.

About a month after this, a strapping young fellow with a fine, manly face came into the bank and said he wished to open an account. I assented, and he made a deposit of \$49,506.

"Will you please leave your signature in this book?" I said. He took up a pen and wrote:

"Thomas Williams."

"You Tom Williams?" I exclaimed.

"Yes. What do you know about me?"

"Son of Farmer Williams?"

"Yes."

"Sold your mine?"

"Yes; I've sold a mine in Colorado, or two-thirds of it. This money I'm leaving with you is the first cash payment. There are two others of \$50,000 each."

"Has your father's farm gone to the mortgagee?"

"No; I'm in time for that. I was afraid I wouldn't be, though. Anyway, I'd have bought it back. If it hadn't been for the money father sent me I

couldn't have carried the deal through. I expected the farm to go for the mine."

"And the young girl to whom we gave drafts payable to your order?"

He colored and said: "It's in with the rest, but she and I'll be one, anyway. I shall transfer two-thirds of this deposit to father. I took him and mother in for thirds."

I went to see the old farmer and his wife and found them jubilant. "I told you I had confidence in my boy," the farmer said. "He was always straight."

I attended Tom Williams' wedding and kissed the bride. I couldn't help it.

### Evalyn's Surrender

BY CLARISSA MACKIE

Where Evalyn Lawton met Anthony Young is a matter that does not concern this story, which pertains to the end of a long courtship instead of the beginning. But it is said she met him at a barn dance.

Judging from the relationship outward between them for the next two years, Evalyn did not reciprocate his partiality for her. He availed himself of every opportunity to be with her, and she permitted him to be with her a good deal, but that was all.

There was another reason why it did not seem that the couple would make a match. Evalyn accepted the attentions of other young men. She was very popular and not displeased at receiving attention promiscuously. What girl is? Now and again some young fellow would appear and do the moth-about-the-candle act, only to fly away with singed wings.

Now, all this was not to the liking of Evalyn's mother. Mrs. Lawton liked Anthony Young very much, admired him for his sterling qualities, and would have been glad to see her daughter anchored to so worthy a man. But she preferred to let Evalyn go her own gait and work out her matrimonial status herself.

One day while Anthony was with Evalyn, her mother being present, the girl was especially ungracious to the man, who was singularly patient with her. Anthony received all her thrusts with equanimity till at last one stab seemed

to wound him more severely than the others. Then he arose and went out.

"Poor Anthony!" sighed Mrs. Lawton.

"Poor Anthony, indeed!" echoed Evalyn loftily. "I don't understand why everybody pities Anthony Young."

"Yes, you do understand, Evalyn," contradicted her mother gently. "You have kept him dangling after you for two years, and that is enough to make any young man an object of pity. If you cared in the least for him—there, that is always the way when I speak of poor Anthony." She watched her pretty daughter's flying form as Evalyn sped down the path out of hearing.

Mrs. Lawton could not see Evalyn's face, pink with emotion, or see her brown eyes blazing with wrath as she sought refuge in a rose-covered arbor and sank panting into a seat.

"Were you looking for me?" asked a cool voice close at hand. Anthony Young yawned himself into an upright position and blinked amiably at Evalyn's startled face.

"No, indeed. You're the very last person I want to see," she returned crossly. "I can't go anywhere, Anthony, without stumbling over you!"

"Thanks," he said mildly. "You'd have to expect that around here, you know. I'll send myself a telegram and go away if you want me to."

"Oh, do anything that's spectacular!" retorted Evalyn unpleasantly. "Then everybody will arise in chorus and wail 'Poor Anthony!'"

"Is that what they call me?" he asked curiously.

Evalyn reddened deeply. She felt a strong resentment against the tall, fair, good-looking young man who had been the least favored of her suitors for many months. There was a bulldog tenacity about his devotion that excited her secret admiration. One by one the others had dropped off to marry other girls or to dangle after some new beauty, but Anthony Young was always there to dance attendance upon Evalyn Lawton.

When he stayed away, as he did sometimes, she missed him strangely and stooped from her cool reserve to beckon him back. Then she alternately smiled

and frowned upon him until some occasion like the present drove him from her side. They were visiting Anthony's sister, Mrs. Pardee, with whom he made his home, and it was hard to evade Anthony on his own ground, although he had kept himself in the background as much as possible. Now her hesitation and the golden sparks in the brown of her eyes warned him that once again she had tired of him. Little electric sparks of blue came into his sleepy blue eyes, and involuntarily his spine stiffened. A man may make a doormat of himself for two years, but the prettiest little feet in the world will wear out the stoutest doormat, and Anthony Young's devotion was badly frayed at this time.

"So they call me 'poor Anthony?'" he repeated looking at her with a very different expression from his usual warm, friendly gaze. "I wonder why."

"It's your own fault," murmured Evalyn, plaiting the folds of her pink gown. "I've told you and"—

"I know it," he interrupted with unexpected brusqueness. "You've told me you couldn't marry me; that you don't love me. You've refused me four times, and no chap with any self-respect would invite further refusals or—er—annoy the—er—object of his—er—unwelcome attentions." He picked up his white linen hat and jammed it down on his head. "I have a feeling that I may be called back to town this evening," he said over his shoulder, and left her.

At dinner that night Mrs. Pardee indicated her brother's empty chair with a despairing gesture. Anthony has been called to town. "Isn't it provoking just at the beginning of his vacation?"

"Anthony's rather a grind at business," observed her husband, "but it doesn't do to cut out the vacation end. A fellow with his weak heart needs all the rest he can get."

"Dear me, I didn't know Anthony was ill," said Mrs. Lawton anxiously. "I thought he looked pale and out of sorts, but every one does this hot weather."

"Every one except Miss Lawton," said Mr. Pardee gallantly. "But poor old Tony will go kerflop some day, I expect."

Mrs. Pardee changed the subject then,

and they all talked of other matters, but Evalyn Lawton was silent.

Anthony Young was not to be pitied, for he was far from the hot tunneled streets of the city. Down on the Jersey shore there was a sea-worn cottage where he camped alone and threw mightily on daily sea baths, fishing trips and lazy afternoons and moonlit nights on the beach.

Every day he took on added flesh, and a deeper bronze hue covered his skin. His eyes looked bluer and the electric sparks snapped brighter whenever he thought of Evalyn Lawton. When his self-enforced exile was over he returned to his office with his mind adjusted to business, and he waited several weeks before he ventured to call at the Lawton home.

Evalyn seemed glad to see him. He thought her looking rather fagged, but she was a slight little thing and easily affected by the heat of an unusual summer. When she asked him about business, with her bright face sobered to an anxiety he did not understand, he was enthusiastic.

"I've been offered the management of the Paris house," he told her. "Of course there's no end of responsibility attached to the job, but it means a lot to me if I make good."

"Then you are going to accept?" asked Evalyn, spilling tea from the funny little Japanese caddy.

"Of course," his eyes widening with surprise. "I've never been in doubt about that part of it."

"When will you go?" Was there a tremor in her voice?

"The first of the year. You know Harriet and her husband are to spend the winter in Paris. That makes it all the better for me."

"It will be lovely," murmured Evalyn, looking into the tea caddy.

"For everybody," remarked Anthony, with a tinge of bitterness. "Now I must run away. Harriet has some sort of a long-haired musical affair this afternoon, and I've promised to lend my voice. She said she expected you there."

"We are going," said Evalyn, although she had intended remaining away. But the temptation of hearing Anthony's beautiful tenor voice proved her undoing.

That was the most loving thing about Anthony Young, she thought. When he sang she forgot everything else. Unfortunately for him, he was not aware that he possessed this charm; otherwise he would have sung himself straight into her heart instead of always stopping at the threshold.

Evalyn Lawton had no suitors dangling in her train now. To her mother's secret anxiety the girl had dismissed them all and seemed content to lead a quiet domestic life, with an occasional diversion.

Mrs. Pardee's musicale was a decided success. Strangely enough, Anthony's number was the only thing that Evalyn cared to hear. When it was over she pleaded a headache and went up to the dressing room. She had reached the top of the staircase when a sudden confusion below arrested her attention. Stretched on the polished floor of the hall was Anthony Young, white, with closed eyes.

While the strains of music rose and fell behind the drawing room curtains Evalyn sped down the stairs and knelt beside the prostrate Anthony. Dick Pardee was the only other witness to her surrender.

"Oh, Anthony, dear, dear Anthony!" she sobbed. "You are dead now, and—oh!"

Mr. Pardee approached and gingerly felt of his brother-in-law's head. Anthony was looking at both of them with dizzy eyes.

"He's all right," announced Mr. Pardee. "Just slipped on the polished floor and bumped his head."

"I thought it was his heart," fluttered Evalyn, trying to withdraw her hands from Anthony's grasp.

"I guess his heart is all right now," grinned Mr. Pardee knowingly, and, although Evalyn understood, she did not seem to care.

Afterward Anthony sought his brother-in-law with a mystified expression, mingled with his blissful smile. "Why did you trip me, Dick?" he demanded.

But Mr. Pardee only smiled.

That was the end of what had seemed to be an interminable courtship. To some who had predicted that Anthony would never win, it was a surprise. To others

who appreciated the adage, "Faint heart ne'er won fair lady," it was not unexpected. Mr. Lawton was, of course, delighted.

Whether Evalyn's love for Anthony was all this time lying dormant in Evalyn's breast, only to be revealed to her by the accident that befell him, or whether she was enjoying keeping him on the anxious seat, no one knows. All that is known is that, having once surrendered, there came a great change in her. It was she who clung to Anthony instead of Anthony clinging to her.

Be these things as they may, the couple had so long been the object of remark that their wedding excited a great deal of interest. This being the case, a large number of guests, invited and uninvited, assembled at the church to see them married.

### A Transfer in Love

BY ALAN HINSDALE

Who has ever read a romance in which a pair of lovers gave each other the mitten and the story ended happily? If such an incongruous tale has ever been written, certain it is that few authors have ever broken what may be called the romantic laws. In real life numberless escapes have been made by lovers backing out from their pledges, and much misery would have been avoided had certain other couples followed their example.

The British had shelled the German works in Flanders, and now the order was given to advance. There was a desperate conflict, at the end of which the ground was strewn with the dead.

Two British officers, Captain Arthur Fitz-Herbert and Lieutenant Howard Margrave, both wounded, lay side by side. It was night, and neither could see the other. Fitz-Herbert groaned.

"Are you badly hit, comrade?" asked Margrave.

"Hit to death," replied the other.

"Can I do anything for you? I've got some life left in me."

"If you live, yes; if you die, no."

"What is it?"

"A year before I left home I married a girl whom I supposed loved me. Later I

learned that she loved another and had married me because I had befriended her and her family when they were in trouble. When the call came for troops for this war I was largely influenced by this discovery to enroll. If I were killed it would end a life embittered by a great disappointment and she would be free to marry the man she loved. If you live to get back to England tell her what I have said to you and it is my wish that she live a happy life with him."

"Singular," replied the other, half to himself and half to his comrade. "The main reason for my being here is that the girl I love married my rival."

"You will find her to whom you are to deliver the message—her—the message—in the town"—

"He's dead," said Margrave, "and before he could tell me that without which I can't serve him."

At this moment the field was again alive with the contending armies. The Germans countered, but were driven back by the British. Men went stumbling over Margrave, and a German fell across him, preventing what life there was left in him from being trampled out. With a frightful din in his ears he lost consciousness.

The next thing Margrave knew he was in a field hospital, looking up into a pair of eyes belonging to a woman regarding him with feminine sympathy. She was young and comely. Indeed to the sufferer, used to scenes of frightfulness, she seemed an angel. But naturally his first thought was whether he was done for or would live.

"Which is it," he asked, "life or death?"

"In all probability life," was the reply, with an encouraging smile.

"Good! And yet," he added, speaking rather to himself than to his nurse—"and yet I came to"—

Looking in the face above him, he checked his words. A new interest in life was born in him.

When Lieutenant Margrave left the hospital he left the army, too, for he was no longer in that perfect health required for a soldier. He was not only sorry to leave the army, but to leave the

hospital, for his departure broke in upon a companionship that had given him a desire to live. His nurse was Gladys Erskine, the daughter of an English country gentleman. She had volunteered among the many noble women not only of England, but of America, who resigned comfortable as well as luxurious homes to minister to the sick and wounded soldiers. When Margrave parted with her he asked her to return to England to assume the position of head of his household. The temptation was great, for he had lately come into a large estate, but Miss Erskine preferred, so long as she was able, to work in the cause of humanity.

Margrave had been home a month when he met the lady whose decision between him and another man had sent him into a field where he might find relief from his disappointment, in excitement if not in death. She wore widow's weeds. Her husband had also responded to his country's call and had not returned, being reported among the missing, which usually means those who have died, but have not been accounted for.

Now, had not Margrave found a new love in a hospital in Flanders there might have been a romantic end to the circumstances that sent him to the front. Since the lady was a widow there was no impediment to their marriage. But even if Margrave's heart had not been transferred to another there were evidences besides widow's weeds to indicate that she really mourned her husband.

What a singular transition! When the two had parted shortly before her marriage there was a heartrending scene. The man declared that his life had been blighted, the girl that the adverse circumstances which compelled her to marry another were deplorable. Down in the bottom of her heart there would always be a place for the man she really loved.

And now not two years had passed to show these former lovers that life's conductor hands every lover a transfer, to be used or thrown away at will. It was plain to Margrave that the lady had become absorbed in her husband. True, that husband had been eliminated, but his elimination did not replace the status between

his widow and Margrave where it was before her marriage.

The widow had no knowledge of the change that had taken place in her former lover. Had he not given his heart to the woman who had nursed him he might have looked for some flashing out of her former feeling for him. Possibly he seemed much cooler toward her. But she did not appear to be at all pained at the change. Margrave took his cue from her and treated her as it was evident she preferred to be treated.

The way she preferred to be treated seemed to be that they should be friends. Despite a slight tinge of jealousy, Margrave was quite content—indeed, relieved—at this. His second love was not with him, and a friendship with his first was quite a comfort to him. He was with the widow so much that those who knew of their sad separation in times past naturally supposed that they were undergoing a secondary courtship preparatory to a union. Margrave was not absolutely sure whether the widow so regarded their intimacy or not.

Naturally she was much interested in hearing from a participant what was going on at the front and listened eagerly to his descriptions of active service. One evening when they were together Margrave told her the story of the man who had charged him with a message to his wife and had died before he could give the lady's name and address.

What was Margrave's astonishment to hear a moan coming from his companion. He turned and looked at her inquiringly. Instead of meeting his gaze she covered her face with her hands, then without a word of explanation arose and left the room.

Margrave did not call upon his friend again till he had received a note from her asking him to excuse her strange conduct when he was last with her, but offering no explanation. She especially requested that he should not let the matter interfere with their friendship. Margrave called upon her, thinking that she might account for her emotion verbally, but she did not refer to it again. His recall puzzled him. Was her former feeling for him returning?

A complication for Margrave arose with the return to England of his new love, who had at last been broken down by overwork. Upon her arrival his visits to the widow became fewer and more constrained even than before. He felt that a confession that his wild words of constancy, delivered when he had departed to the front for the avowed purpose of getting himself killed, had proved nothing so surely as that he was a turncoat in love, could not be long delayed and it would cover him with shame and confusion. To make matters worse, he was less sure than ever that his first love might not be counting on consoling herself with him.

One morning when Margrave was with Miss Erskine he received a telegram from the widow:

Where have you been this long time? There has been a great change with me, and I am eager to tell you of it. Do come and see me.

Margrave was taken flat aback. What could the message mean but that the widow had discovered that she still loved him and that she was pained at his absence? He was at the time with his fiancée making the arrangements for their wedding.

What an embarrassing situation!

Margrave handed the telegram to Miss Erskine, told her the story of his former love, assured her that his whole heart was now hers and asked her what he should do in the matter. It required much time to convince her that there was not in him a lingering feeling for his former love, but when he succeeded Miss Erskine suggested that the proper way for him to treat the matter was to announce his engagement.

Margrave accepted the suggestion and wrote the widow accordingly. For reply he received an invitation to visit her, bringing with him his fiancée. The fiancée was loath to go, but Margrave declared that he would not face the enemy single-handed, and she finally consented.

Margrave and his second love were not received by his first alone. A pale and very much emaciated man arose, whom the widow introduced as "my husband, Captain Fitz-Herbert."

There was a tableau which could not be

given except by living persons, followed by an explanation that is hardly necessary here. Captain Fitz-Herbert had been picked up on the battlefield by the Germans, resuscitated and made a prisoner of war. He had escaped and returned to England, where he was recovering under the care of his wife.

The message he had sent to her had been entrusted, unknowingly by both, to the man she had vowed always to love. Unfortunately for the romance involved she had fallen in love with her husband instead.

And so it was that four persons were made happy because two of them had vowed eternal constancy for each other and broken the vow. Mrs. Fitz-Herbert nursed her husband back to health as Miss Erskine had nursed Margrave to the same satisfactory condition.

All of which goes to show that transfers in love are occasionally as essential as in other affairs of life. What a mess there would have been had the lovers been true to each other and had married, supposing Fitz-Herbert to be dead.

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### Margaret

BY F. A. MITCHEL

There was trouble in the kingdom of Tartaria. John, a prince of the blood, but not heir to the throne, was attempting to seize it by force. King Alonzo had not married till late in life and had no son to inherit the crown till he was fifty years old. John, who, had King Alonzo died childless, would have been sovereign, gathered about him a number of adherents, whom he had seduced by promises of preferment, with a view to deposing the king and killing the infant Crown Prince Theodore, only a few weeks old.

Now, it happened that the queen was unable to nurse her offspring, and a wet nurse had been brought in for the purpose. This woman had a son the same age as Prince Theodore and divided her milk between the two children.

John succeeded in his attempt, but not exactly as he had expected. King Alonzo was killed by one of John's lieutenants who was charged to secure the sovereign's

person. John himself, at the head of an armed force, broke into a wing of the palace where the crown prince was under the care of his nurse. Prince Theodore and his foster brother, David, each occupied a cradle, that of the prince being of ivory canopied with fine lace, that of David of wood with no canopy. As John was about to dispatch the child in the royal cradle he received news that the king had been killed. Not relishing the slaying of an infant and realizing that before the prince would reach an age to be an obstacle in his way, John gave him to one of his adherents with instructions to pay a peasant to adopt him, at the same time taking measures to conceal his origin.

When the revolutionists had left the royal nursery Margaret, the nurse, who had been concealed behind a curtain and had heard the instructions given, stepped from her hiding place and, kneeling, gave thanks that no murder had been committed. Then turning to the wooden cradle, she took the child from it and, watching her opportunity, finally left the palace with it by a rear exit.

John proclaimed himself king, and, though he gave all the offices to his adherents and by misrule brought much misery on the people of Tartaria, he made them so afraid of him that they dared not make any attempt to throw off the yoke.

When John had reigned twenty years he had a daughter who had come to a marriageable age, but he had no son. Not daring to leave the government in the hands of a woman, fearing that after his own death the people would rebel against her, it occurred to him to marry her to the true prince, who had been brought up as a peasant.

He had always had his eye on the boy, who had been adopted by an ignorant countryman, and one day sent a messenger to bring him to the palace. The young man was so uncouth that John disliked to give him his daughter; but, since by doing so he hoped to render her succession and reign peaceful, he adhered to his determination.

Unfortunately for the king's purpose the young man was between twenty and

twenty-one years of age, too old to make a refined person of him. The prince-peasant showed no evidences of having been begotten by a king and was very stupid. John gave him the best masters, both in intellectual fields and in deportment; but, despite their efforts, they could make nothing of him.

Had the king's daughter, Eleanor, been a girl of a refined nature John would have had difficulty in making a match between her and the clodhopper. But she was not. The branch of the royal family to which she belonged had been noted for generations back for profligacy and coarseness, and Eleanor, though still not eighteen, showed plainly that this inheritance cropped out in her. It made little difference to her whom she married.

When the supposed peasant had been somewhat furbished up he was told that he was the true heir to the throne and all he needed to obtain possession of it was to marry the princess, for John proposed to abdicate in his favor with a view to seeing his daughter a queen during his lifetime. As was expected, the prince-clodhopper was ready to accept the situation, and nothing remained but to announce to the people that the sovereignty was to be transferred to the son and heir of the late King Alonzo, then to make preparations.

Now, this would have filled the Tartarians with delight had not the returned prince-peasant rendered himself unpopular by his uncouthness and overbearing ways. "Put a beggar on horseback and he will ride to the devil." The man who had been taken from the plow to consort with a king's daughter had been elevated altogether too suddenly. He showed plainly by his arrogance that the more power he acquired the greater despot he would be. The consequence was that when it was announced that he was to be king, the people, instead of being pleased, were shocked.

From the time the announcement was made until the day of the wedding a feeling of discontent was rife in the kingdom. Nevertheless King John adhered to his plan and had made arrangements to abdicate in favor of his son-in-law the day after the wedding. Such was the

young couple's disfavor with the people that when they rode in the royal coach to and from the church not a shout of congratulation was raised except by persons who had been hired for the purpose.

The morning after the marriage King John, surrounded by his ministers and the magnates of the kingdom, was about to sign his abdication when a man hastily entered and, approaching the king, whispered in his ear:

"Your majesty, a pretender to the throne has appeared, has claimed to be king, and all the people in the portion of the city where he lives have risen to support him."

"On what does he support his pretensions?" asked the king angrily.

"He claims to be the true prince, the son of King Alonzo."

"But I took the true prince from his cradle with my own hands, committed him to the care of one of my adherents and have kept him under my eye ever since."

"The pretender, your majesty, claims that before you entered the royal nursery the nurse placed her son in the royal cradle and the prince in her son's cradle. He avers that the prince, your son-in-law, is the son of the nurse, while he, the pretender, is the son of King Alonzo."

The king paled. In 20 years that he had been enjoying the sovereignty it had never occurred to him that a mother could bring herself to sacrifice her son for another, even though that other were a prince.

"Where is this woman?" he faltered.

"She is dead, your majesty."

"Dead! Then who is to prove that this substitution was made?"

"The pretender claims that she furnished him with proofs; that he has the infant clothes he wore the day of the revolution, and they are embroidered with the royal arms."

The king cringed. He had not thought when he took the baby from his cradle to examine his clothes. He had wrapped him in a blanket he had found on the floor. He did not know that it had covered Margaret's son and she had dropped it in carrying him to the prince's cradle.

"Does this would-be usurper bear the lineaments of a king?" he asked.

"He is the image of the late King Alonzo."

"Is he educated or ignorant?"

"Fairly educated. He claims that his foster mother was enabled to send him to school, having saved all the money given her by the king for furnishing his son with substance which enabled him to live—a sum very large."

At this point a commotion was heard without the palace. The king rose from the throne in which he sat and was observed to tremble. Calling the general of his armies to him, he ordered him to quell the disturbance. The meeting broke up, each person leaving to prepare for whatever change might come, for the king was unpopular even among his adherents, and if the story of this young claimant could be substantiated he was sure to win.

The drums were beaten in the palace court, and the king's bodyguard sprang to arms. But it was too late. A large concourse of people, armed with all kinds of implements, headed by a young man whom some who had known the late king as a young man fancied to be Alonzo returned to life, moved on the palace.

And so it was that a similar scene to that practiced by John when he made himself king happened again, only it was John himself instead of King Alonzo who was attacked, and there was no legitimate prince to be got rid of. But the claimant was a very different man from the usurper. He had the people all with him and could afford to be magnanimous. On taking possession of the palace he forbade his adherents to kill anyone. Having possessed himself of the person of King John and his daughter and his son-in-law, he thus addressed the fallen monarch:

"You are my father's murderer, and by rights I should avenge his death in yours. But I prefer that you should live to repent the deed. I therefore spare your life. As for this changeling whom you were about to make king in your stead, he and his wife shall go into exile with you. May they console you in your degradation."



At this those standing about protested against such clemency and demanded the heads of all those who had usurped the throne, but the conqueror hushed the tumult by raising his hands and saying:

"I do not intend to enter upon my sovereignty by bloodshed, as the usurper did. You see the end to which he is reduced. I prefer to rule over you with your consent, and the time will come when you will be pleased that your king did not take up the reins of government with an execution."

At this reply the murmurs ceased, and the people seemed satisfied.

When the work was accomplished the prince was proclaimed king under the title of Theodore, but he would not accept the sovereignty till it had been proved that he was the rightful heir. Besides baby clothes he produced, his likeness both to his father and to his mother was so striking that even the written story of Margaret that to save the true prince she had been willing to sacrifice her son was scarcely necessary. Certain it is that no one in the kingdom doubted that he was their rightful king.

The first act of King Theodore after his accession was to build a beautiful monument to his foster mother, on which he placed the simple inscription:

MARGARET

She was ready to sacrifice her own son for the right and the welfare of her people.

Marcia's Problem

BY BARBARA PHIPPS

The prime cause of the drawing together of Winslow Tymerson and Mildred Swift was that they were both intellectual, both what the dancing set called "booky." Now, intellectual persons may love as well as other persons, and the chances are that when they get down to the "real thing" they will be like other real lovers—loveydovey—and as real little children talk baby talk, so will these intellectual lovers talk love talk.

What I mean is that they will say what they really feel, clothing it in language that has been used by lovers from time immemorial.

When Tymerson met Miss Swift he had

recently been graduated at one of the oldest universities in America, one in which knowledge had reached a pinnacle so high that the professors, looking down from it upon what was beneath, as a man viewing surrounding peaks from the highest of a mountain range, had begun to take the position that those outside their own ivy-clad college walls were mere pinheads in the intellectual world.

Tymerson was a fair representative of his alma mater, and this is a prime reason why Miss Swift was first attracted to him. At the time he was introduced to her there were several persons in the group, including a young man whose intellect had just been hatched under the ordinary collegiate method at a one-horse college containing a mere bagatelle of a thousand students and which dated back not more than 150 years. This young man ventured the statement that Mr. Dickens would outlive Mr. Thackeray. Miss Swift noticed the look Tymerson gave the speaker and the delicacy with which he turned the subject without even deigning a reply.

An elaborate lecture on literature could not have given so marked an impression of the superior literary judgment of Mr. Tymerson as this quiet squelching of the person who had ventured an opinion in his presence. But there was an especial reason why it impressed Miss Swift. She, too, was a college graduate and during her college career had contributed to the periodicals issued at her alma mater. More than this, emboldened by her literary prominence while in college she had soon after being graduated aspired to the writing of a story, or, rather, a novel.

The literary atmosphere she had breathed was, like that found in high altitudes, rare. In the school she had been taught to admire cultured families. The imagination was tabooed. Dramatic situations were considered as pertaining only to yellow literature. Some writers of this school had attained an elevation where the atmosphere was so rare that only readers with lungs especially prepared for it could breathe at all.

One of the first requirements—or fancied requirements—of literary beginners is criticism. As soon as Miss Swift had

become impressed with Mr. Tymerson's literary judgment she was desirous of submitting her work to him to secure his opinion of its merits. But the young authoress knew that when a man of the world is given something to read which has been written by one of his lady friends it is with the expectation that he will say something complimentary about it. Miss Swift, desiring an unbiased opinion, determined to wait for an opportunity to get her novel before Mr. Tymerson's critical eye without his knowing that she was its author.

This preliminary may make it appear that there was no love affair between these two young persons. On the contrary, their hearts struck the love gait as soon as they became acquainted. If there was the coldness of intellectuality between them they met in the season of ethereal mildness, and that is half of Cupid's battle, for it is well known that the little god fires his arrows in the spring with more telling effect than any other season.

A courtship ensued which lasted for a year. Then Mr. Tymerson spoke. From what has been said of him it may be supposed that his proposal was a model of courtliness expressed in the choicest English. This is not so. Love and intellect have nothing to do with one another, and when love asserts itself intellect takes a back seat. The proposal took place in a fashion very ordinary and in which a large number of proposals are made. Tymerson one evening essayed to kiss Miss Swift. She objected on the ground that he had no such right, whereupon he grew ashamed and gave himself the right by stammering out a disjointed statement that he loved her and would she marry him? It was after the break had been made that love's baby talk came in.

During all this time Mildred Swift kept her literary labors to herself. Six months after she had written her novel she read it, not having seen it in the meantime, and it struck her as worthless. She had been doing what most beginners do — copying from others. She realized, too, that she had been laboring to write as she had been taught, the one supreme method approved by the high-mucky-mucks among litterateurs.

At the time she reread her novel she ran across a statement of one of the few real literary geniuses of the nineteenth century that the school in which she had been brought up was a very narrow one.

Miss Swift had accidentally struck a theme for a story that appealed very strongly to her. She determined to throw off the prejudices to which she had been educated, give herself free rein and write a Mildred Swift novel. She soon became engrossed in her work, and by the time she had half finished it she seemed to "walk upon the winds with lightness" — not that she was conscious of the value of this moving without effort. Indeed, she doubted if she were producing anything of value, because it was so easy for her.

It has been said that on Miss Swift's first meeting with Mr. Tymerson she desired his criticism. Now that they were lovers she dared not risk turning his love into contempt by submitting to him any of her literary work. In other matters she leaned on him; this she kept within herself.

When Mildred finished the work in which her whole being was absorbed, she waited a week to give her mind a little freedom from it, then read it over. About the middle of the book she struck a snag. Something went against her. She became dissatisfied with her work, tossed it into a drawer and left it there for some time. Then one day she read it again. It occurred to her she might remedy the blemish that had upset her, and she did so. The next day, without giving herself time to think about it, she started it out on a voyage among publishers. But, principally on account of fear that it might cost her her lover, she concealed the authorship. After her manuscript had been returned with a printed slip by twelve publishers it was accepted by the thirteenth.

Meanwhile Tymerson had accepted a position as book reviewer for a magazine. He found that the stories used by publishers who were in the business to make money were not the kind he admired himself. He soon learned to put his personal opinions aside and speak well of works that sold well. He wrote a few stories,

but they were considered too thin for the public taste.

One day among the new books dumped upon his desk for him to read and review was a novel called "Marcia's Problem," by Hester Gwynne. He read it, but hardly knew what to say about it. It was not of the school he considered the acme of literature, and it was not of any other school with which he was familiar. Personally he had no use for it. He resolved to write the only criticism he had ever written, giving free vent to what he preferred to say.

"The book has been put together," he said, "with no regard whatever to literary laws. It cannot be classed with dramatic fiction, with imaginative fiction or with realism. It is a hodgepodge. Generally speaking, it is very bad. Nevertheless there are bits here and there that indicate some ability on the part of the author. She is doubtless a beginner who, if there were literary schools at which she could learn the commonest principles underlying the telling of a story, might some day produce something of value."

Notwithstanding this criticism the public did—though very slowly—take a fancy to "Marcia's Problem." It grew in favor and was read by all classes. That is to say, it appealed to both intellectual and simple-minded persons. The reasons assigned for this by those who were disposed to ask the question was that it was human. It was also unique.

It was soon after Winslow Tymerson and Mildred Swift were married that "Marcia's Problem" began to attract the attention of the public, and this occasioned an overhauling of the criticism that had been written on it at the time of its appearance in print. The manager of the magazine with which Winslow Tymerson was connected went into his book reviewer's office one day with a copy of the story and asked him what he had said about it. Tymerson got out a copy of his review. The manager read it and said that since it had probably been forgotten—which was true—Tymerson had better write it up again, giving it a better send-off. The reviewer had no option on the matter, and, since his name was not signed to his reviews, he wrote a

new criticism, beginning with the words, "This remarkable story, which shows especial adaptation to construction on the part of the gifted authoress—"

One day when Tymerson went home after business his wife showed him a check for \$12,000 she had received from her publisher sandwiched between his two criticisms on "Marcia's Problem."

"I wrote that story, dear."

"You wrote it!"

"Yes. I wrote it."

"I never heard of your doing it."

"To tell the truth, dearie, when I first met you I wanted your criticism on my literary work. But I don't value criticism any more. I don't think it possible for any one to say what is high grade literature. Some please what one calls the litterateurs, and some please the great uneducated multitude. I have pleased the educated masses, and that satisfies me."

He sat down in an easy-chair, looking very much cut up.

"Don't think about it, lovey," said the wife, kneeling beside him and putting her arms about him, "but give me one little teeny weeny kiss."

He suffered her to kiss him, then suddenly brightened up.

"How much is that check?" he asked.

"Twelve thousand four hundred and forty-one dollars and twenty-two cents."

"My darling! I am ashamed of my own inability. You have outdistanced me in both literary ability and finance."

### A Bone of Contention

BY CLARISSA MACKIE

It stretched across the salt marsh and connected two villages. Harborhead folk called it "the red bridge," while Portside people grimly referred to it as "the white bridge." As a matter of fact, it had never been painted at all, and now, after two years' exposure to wind and weather, the new wood had taken on soft gray tints that blended with the silver tide that ebbed and flowed between the piles.

Although Harborhead and Portside were connected by the new bridge and the vehicles of both villages rumbled to and fro over the planks, the inhabitants

were widely separated by a growing bitterness.

Parson Lane of Portside had pounded the pulpit vigorously over the matter. "Pots of paint! Pots of paint!" he exclaimed one memorable Sunday. "Have my people drowned their souls in pots of paint? The good Lord made it possible for these villages to be united by a beautiful bridge, and you wrangle over the painting of it as if the color mattered. Brethren, see that your souls are as white as you would have the bridge painted. Let not the red smirch of anger sully its purity!"

After that sermon the bitterness was intensified. The Harborhead people who weekly crossed the bridge to attend Parson Lane's church fluttered homeward to spread the good man's words far and wide, with most unhappy results.

Noah Wade and Almira Turner were to be married in June. Three times a week Noah crossed the bridge to Harborhead to see his sweetheart. They had never discussed the bridge matter, because they had been too happy to talk about anything except their own wonderful affairs.

The Tuesday after Parson Lane's sermon Almira waited at the front gate for Noah. She could see him stepping quickly across the bridge, tall, erect, with his head poised high. All the Wades were proud. The girl's blue eyes did not soften at her lover's approach. A new expression came into them.

"Waiting for me?" smiled Noah, taking the hat from his brown hair and covering Almira's little hand with his own sunburned fingers.

She drew her hand quietly from beneath his touch. "Yes," she said gravely. "Come with me, Noah. I have something to say to you. Let us go to the orchard."

"What is the matter? Are you in trouble? Has anything happened?" demanded Noah anxiously, falling into step beside her.

Almira shook her head. In silence they went across the grass to the orchard and paused in the shade of the gnarled old apple trees.

"What is the matter, Almira?" repeated Noah at last.

"I can't marry you, Noah," replied Almira quietly.

"Why not?" Noah spoke gruffly. He was angry at Almira's strange manner, at the coldness in her voice and her sudden aloofness.

She looked at the distant sails with steadfast eyes. "Father says I shan't marry any one from over 'the white bridge,' and I don't know that I want to."

"Personally I don't care a rap what color the bridge is," retorted Noah. "I've crossed it for two years to see you, Almira, and now at this late day you suddenly drop me and say it's because I live over the bridge—a flimsy excuse. Why don't you say outright that you don't care for me and never did?" His face was growing whiter, and the hand pressed against the tree trunk was clinched until the knuckles were livid.

Suddenly Noah swung away from the tree and without one backward glance tramped across the grass, leaped the fence into a winding lane and disappeared along the shore road.

After that it became known that Almira's wedding garments were carefully laid away out of sight and Noah Wade no longer crossed the bridge three times a week.

Then followed a summer unprecedented for its lack of rain. Weeks followed days, and months followed weeks, while the sun poured relentlessly down on the sister towns and burned the vegetation to crisp brownness. Only the salt grass that was wet by the tides remained green. Crops died in the baked earth.

September came, fiercely hot. One breathless evening Almira Turner walked listlessly along the bridge. It was said that whatever breeze there might be would be felt on the long wooden structure that united the two villages, yet in its way formed a barrier between many hearts.

Others were walking on the bridge, but it was noticeable that Portside folks walked only as far as the middle of the bridge and then retraced their steps. Harborhead people did the same thing at their end, so there was no passing over the bridge save by those who had business to attend to. Where friendly rela-

tions were established between families in the warring villages it was considered most amicable and politic to visit by way of the long road around the shore and avoid the unhappy bridge.

Almira was thinking bitterly of what her father had said when she announced that her engagement to Noah Wade had been broken. He had stared incredulously at her.

"Why, Miry, honey, I was only joking! Now, you go along and make it up with Noah this minute. There'll be bridges standing long after we poor mortals are through trying to be happy in this world."

But Almira could not make it up with Noah Wade. He did not give her a chance. He went away from Portside and found work elsewhere, and she had not seen him through the long summer. Now she was thinking of him and of her foolish excuse for giving him up.

A loud rumble of thunder sent the pedestrians on the bridge scurrying home, but Almira lingered, watching the lightning leap from cloud to cloud in that ominous black mountain in the northwest, listening to the crackle and volley of thunder, harking to the sibilant hiss of the high tide among the bridge timbers.

Just as she turned her steps homeward there came a blinding crash that seemed to enwrap the whole village of Harborhead in yellow light; then all sound ceased for an instant, and out of the murky darkness there sprang a bright flame and another and another. The lightning had struck in Harborhead.

Almira hurried toward home as the wild clamor of the church bells rang out. If the Portside people refused to bring out their fire apparatus to the rescue of Harborhead the closely populated little village was doomed. It was known that Portsiders were very bitter against the people over the bridge.

Just as she reached the gate there came another sound, mingled with the roar of thunder, the clash of bells and the shouts of men. It was the high, sweet clang of the Portside fire bell, and it was followed by the rumble of the little engine across the bridge. It dashed past Almira's gate, dragged by a score of strong, willing hands. The hook and ladder truck came

in its wake, and there, sitting high on the seat, steering the truck, was Noah Wade, his face tense and set in the glare of the fire.

The devastating storm died away while the valiant men fought the flames that licked greedily at the frame store buildings and threatened many a nearby home with destruction. Portside men and men of Harborhead worked side by side, and differences were forgotten in the single aim that prompted all.

Many times that night Almira's heart failed within her as she watched Noah risk his life within the flaming buildings. Once he brought out a little child from the tenements over the stores, and the tenderness with which he bore the child and placed it in its mother's arms brought tears to the girl's sad eyes.

And then came the moment when their eyes met across the flames. The sudden leap of recognition in Noah's glance was answered by Almira's appealing eyes, and then the smoke hung between them once more.

The weeks that followed after the fire were not soon forgotten. Differences were patched up and mended so that they would not again break. Portside and Harborhead people mingled together as they had before the days of the bridge trouble. There were church festivals and entertainments that were enjoyed by everybody, and over all was the feeling of satisfaction that the bridge trouble was at an end.

The Harborhead people had gratefully announced their willingness that the bridge should be painted white in view of the prompt and neighborly services of the Portside firemen. Portside people agreed to abide by a choice by vote.

When the vote was counted it was found that all Harborhead had voted for a white painted bridge, while Portside had courteously voted for red, and the vote was tied.

Then the question was solved by a suggestion to paint the bridge green, and it was done, and so peace reigned at last, and there was much passing to and fro.

At last Noah came over to Harborhead and stopped at Almira's gate. Mrs. Turner greeted him pleasantly.

"Almira went over the bridge awhile ago, Noah. If you walk back you may meet her," she said.

Noah walked back slowly, watching for Almira's slender form and dreading to see it beside that of some other admirer. At last she came, stepping quickly, with now and then a glance at the rising full moon.

Halfway across she met Noah, and they both stopped. Noah guided her gently to the railing where they could look along the bright moonlit path that wrinkled the water.

"I've been to see you, Almira. Your mother said I might meet you," he said wistfully.

"I—went to Portside to mail a letter—to you, Noah. I thought you might get it sooner—tonight—and perhaps you would come. I wanted to tell you how foolish I've been"—

Noah stopped her words with a swift caress. "And I was on the way to tell what a fool I've been, but we've met halfway, after all."

When the wedding day came round both sides thought it would be a suitable occasion on which to celebrate the return of peace, and nothing would do but that the bridal procession should pass over the bridge.

The suggestion was acted on, and a procession of about all the folks in Harborhead and all the folks in Portside followed the bride and groom or strewed flowers before them, a fitting ending to the troubles that had so long separated the two towns.

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### An American Surgeon

BY HORACE BRADFORD

I am a surgeon, and my home is in Florence, Italy. When a young man I studied at a college of physicians and surgeons in my native country, America, but, possessing a taste for art, concluded to change my profession. Coming here to Florence, I studied art for awhile, but soon saw that I did not possess the talent necessary to make an artist. Having fallen in love with this delightful city, I remained, hanging out my shingle as a surgeon.

One night I attended a ball at the Pitti Palace. It was my first appearance among the aristocracy of Florence, and I was much interested in watching the people there, few of whom I had ever seen. A young girl with a gentleman attendant on each side of her walked by me. The appearance of the three told a story. The man on her left was young, handsome, in every way attractive. He on her right was past middle age and disagreeable looking as the other was engaging. As they passed me he gave the younger man a malignant look. The girl appeared to be much troubled. It was plain that her heart was with the man on her left, that she was constrained to choose the man on her right and that the two men hated each other on her account.

"Everywhere," I remarked to myself, "the stream of life is troubled. To be rich, to be prominent, does not render one immune from that which is disagreeable. Happy love has evidently come to this young girl, to be interfered with by one who, judging from her expression, has some claim upon her. How I should like to know the story!"

As I thought the last words I little dreamed that within a few hours a climax would come in the drama being enacted by these three persons and that I would come upon the stage for a minor part. When I left the palace I went directly to my rooms and to bed. An hour later I was awakened from a sound sleep by a violent knocking. I arose, slipped on a gown and opened the door. Two gentlemen in evening dress stepped into the room.

"You are the American surgeon, I believe?" said one.

"At your service," I replied.

"You are wanted to attend a man dangerously wounded," said the other. "You are chosen partly on account of your standing in your profession, but principally because you are not one of our circle. We do not like our affairs to be known. I must ask you to permit me to blindfold you."

I objected to this, but one of the men put his hand to his hip pocket and drew forth a small pistol with mother-of-pearl mountings, while the other produced a stiletto. I picked up my bag of instru-

ments and suffered them to tie a handkerchief about my eyes. They led me out to the sidewalk, told me to raise my foot, and I stepped into a carriage.

"Drive a roundabout way," I heard one of the gentlemen say.

"No," interposed the other. "He may bleed to death. We must go as quickly as possible."

There was no need to make turns, for I had no idea where they were taking me. In what I supposed to be ten minutes the carriage stopped. I was helped out and soon by the increased warmth of air felt myself to be in a building. Then I mounted steps, and at last the bandage was taken off my eyes. I was standing beside a bed on which lay—*mirabile dictu*—the young man I had seen walking on the left of the girl at the Pitti. I knew too well the danger of showing any sign of recognition.

"Signor Dottore," he said with a feeble voice, "I have been stabbed on the left side—here," uncovering. "It is near the heart."

It was near the heart, but had fortunately just escaped that organ. After an examination I assured the patient that if he kept perfectly quiet till the wound should heal he would recover. But I thought that, considering its close proximity to a vital organ, a surgeon should remain with him until a healing should be established.

"Then," said one of the men who had brought me, "you must remain. We do not care that two surgeons should be introduced here just now."

"But my practice—my patients?"

"All damages to your practice shall be liberally paid for."

I made a virtue of necessity and assented.

Meanwhile I had bandaged the cut and when I had finished turned and looked about me. I was in one of those old palaces, as they are called in Florence, belonging to some influential family. The furniture, at least some of it, must have been several hundred years old. The bed on which the wounded man lay was canopied. On the walls were paintings, some of which I recognized as masterpieces of the fifteenth and sixteenth

centuries. There was no one in the room except the two men who brought me and the patient. I directed that a large lounge of antique pattern should be made comfortable for me to sleep on, as it would be best for me to be very near the patient. Then the men who had brought me left, one of them first saying to me, "Signor Dottore, we are very glad to hear you say that the patient has so good a chance for his life. When you leave here be discreet and all will be well with you, but if you talk—well, all I have to say is you will not talk very long."

I remained a week at the palace, the name of which I did not know. Indeed, I was not permitted to leave the room of the patient, my meals all being served there. My mail was brought me, and it was amusing for the first day or two to read the messages of my patients with reference to my sudden disappearance. Then I asked those who had kidnaped me to leave word at my apartments that I had been called to Sienna on a very important case. This had the effect of quieting those who sought me.

My patient turned out to be as engaging a man as I had deemed him to be when he passed me in the Pitti Palace.

"Your effort," I said to him one day, "to keep your drama—it came very near being a tragedy—from me would possibly have been successful had it not been that I was at the ball at the Pitti Palace the night you were stabbed. I saw you pass with the man who stabbed you and the lady for whom you were stabbed. So you see it would be safer for you to tell me the whole story, since I have a part of it, I pledging myself to secrecy, rather than to permit me to go away with what I already have unpledged."

He was not only very much astonished, but saw the reasonableness of what I said.

"I did not notice you," he replied, "at the ball and supposed that you had no position in court society. An Italian surgeon would have been unavailable for us. We are all so interlaced socially, those below constantly watching those above, and all watching one another, that we dare not trust any one of our own number. You, as an American, are not mixed

in our jealousies, our disputes, our—"Assassinations?"

"You are wrong there. There are no assassinations in modern Italy. I fought with the Duke— But I will tell you the story and have every confidence that you will not reveal it.

"I am Count Baradini, and my ancestors have lived in this palace since the 12th century. The man you saw on the other side of the signorina at the ball was the Duke of Abolino, a relative of the king. The signorina herself is the daughter of the Countess Francoccio, an old family that sprang up under the influence of Lorenzo de' Medici, commonly called Lorenzo the Magnificent. Signorina Bianca Francoccio and myself have been lovers ever since I was 16 and she 14 years old. Upon her entrance into society lately on her 18th birthday the duke saw her and became desirous of possessing her. He is a widower, very rich, and has great influence with the king. Soon after seeing Signorina Bianca he made a formal application for her hand. Her mother—her father is dead—urged her to accept what is to be considered in a worldly point of view a better position than I could give her. To be a duchess and rich is higher in the worldly scale than to be a countess and with no possessions except this old palace. As for Bianca, her heart is all mine, as mine is hers, and if left to her own will she would refuse the duke to marry me. Indeed, rather than wed with him she declares she will go into a convent.

"The duke was expecting to have his own way in the matter when at the recent ball at the Pitti he discovered that I was his rival. I was with Signorina Bianca a few minutes before we passed you, when the duke joined her, and by a look bade me to give way to him. I asked the lady to go with me into another apartment. She assented, whereupon the duke went with us. On reaching the other room Bianca showed the duke so plainly that his presence was not desirable that he left us, giving me a malignant look as he did so that plainly meant 'I am a man of too much importance to be interfered with by such as you.'

"On leaving the palace the duke, who

took occasion to go out at the same time as I, jostled me. Seeing that I must have it out with him, I sent him a challenge.

"Just at present the king would be furious if he knew that members of the nobility to whom he looks for support, especially his relative, had fought a duel. If I were known to have sent a challenge to the Duke of Abolino I should in some way be made to suffer. I met him within an hour after we left the Pitti; but, realizing my position, I did not dare even to pink him. He came very near killing me, as you see, and I doubt not will be disappointed if I recover.

"The duke and my second joined in conference as to how to keep the matter a secret and decided to call upon you to attend me.

"There you have the story so far as it has been enacted."

The balance of the tale I learned from Count Baradini after he had recovered. Signorina Bianca was commanded by her mother to marry the duke, and the king sent a message to say that he would be pleased at a match between her and his well-beloved cousin. Despite these commands and requests the girl flatly refused to marry anyone but the man she loved, and when those who were conspiring against her found it impossible to move her they desisted, and finally her mother gave a reluctant consent that she should marry the count.

When the wedding came off I was present and had a pleasant chat with the bride about her husband's wounding, of which she had been kept in ignorance till the affair had blown over. So long as I remained in Florence I was welcome at the palace of Count and Countess Baradini.

### The Third Auto

BY MIRIAM ELDRIDGE

"Your name, sir?" asked the clerk of the marriage license bureau.

"Edgar Clark Stewart," replied the gentleman.

"The lady's, please?"

"Cynthia B. Geddes."

The clerk filled out the license and



handed it to the prospective groom, a pompous man, who laid down a five dollar gold piece in lieu of a fee and drew the lady away without waiting for the change.

A few days later the clerk asked the usual questions of a couple standing at his window.

"Gentleman's name?"

"Willis D. Rathbone."

"Lady's?"

"Cynthia Geddes."

The clerk looked aside at the lady. It seemed to him that he remembered giving a license for one of that name before. Not recognizing her face, he turned back the leaves of his book till he came to the names of Edgar Clark Stewart and Cynthia B. Geddes, noticed the "B." in the lady's name, concluded that it was a case of coincidence, wrote the certificate and handed it to the man.

"H'm!" remarked the recipient. "All's well that ends well."

The same morning men were at work putting up an awning before a handsome dwelling in a residential portion of the city, and in the evening guests were to assemble for the reception after the wedding of Edgar Clark Stewart and Cynthia B. Geddes. The wedding was a notable one, for the contracting parties both stood high in social circles, the groom was rich, and the bride's parents were also blessed with a fortune. Automobiles were in attendance to convey the bride from her home to the church, where, as had been especially arranged, she was to meet the groom. Miss Geddes insisted on planning the affair to suit her own fancy, and it is a bride's privilege to have her own way in all things pertaining to her nuptials. She declared that her father and mother should proceed to the church in one auto, the others in another, while she and her sister, Miss Esther Geddes, would go in a third.

No one understood this whim, but no one thought of making any opposition to it. Indeed, the father and mother of the bride were only too delighted to give their daughter her own way in the matter of the wedding so long as she was yielding in marrying the man of their choice instead of her own. Mr. Geddes had worked hard for the fortune he had accumulated,

and it is a well known fact that wealth assimilates with wealth. Mr. Stewart could match the pile of his father-in-law expectant.

At the door stood three autos. Into the first Mr. Geddes handed in his wife, then got in himself. Into the second entered two of the bride's aunts and a younger brother. Into the third stepped the bride and her sister. Usage required that the order and the dispositions of persons be reversed, but the little procession started as stated.

The first auto drew up at the church, and the second auto did the same. But where was the third? Mr. Geddes stepped out onto the sidewalk and handed out his wife and looked about for his daughters. He sent the others present into the vestibule of the church and waited outside. If he had waited till the arrival of the third auto he would have been there to this very day.

But the third auto. The procession had no sooner started than it began to lag. At every street crossing the chauffeur seemed disposed to give place to all vehicles in his path. Finally, after quite a lengthy halt, starting up, at the next corner he turned aside and, being well out of sight of the autos in front, put on speed. There was a sputter, and the auto dashed away, leaving behind a fine odor of old lamps.

Half an hour later this third auto drew up before a parsonage ten or fifteen miles from the church where the wedding was to have taken place. The chauffeur handed the bride and her sister out, the three went into the parsonage, and the chauffeur handed a marriage license to the parson. It read Willis D. Rathbone and Cynthia Geddes.

And so it was that while the gentleman of the first license was waiting at the church for his bride the gentleman of the second license was wedding the lady in a different part of the town. When the bridal party returned from the church and Mr. Geddes was telephoning to the police of the disappearance of a bride on the way to her wedding Miss Geddes junior rode up to the house in the third auto and reported that her sister had been kidnapped by the chauffeur.

Mr. Geddes fumed and swore that he would never forgive his daughter and all that, but when she returned from the honeymoon he thought better of it and gave her his blessing.

Now, there is no intention to recount this affair as being justifiable. It depends upon the standpoint from which one looks at elopements, especially where one lover is left in the lurch, whether it is justifiable or not. There is an adage, however, which was invented to cover such cases, and it does away with all criminality. It is "All's fair in love and war." Why love and war, which are the antipodes of each other, should be brought under the same rule is a matter that has never been satisfactorily explained.

### The Chandlers' Thanksgiving

BY CLARISSA MACKIE

Asa Chandler looked the minister square in the eye.

"We will come to church as usual Thanksgiving morning," he said grimly, "but we cannot expect to give thanks for what we haven't received!"

Mr. Linton looked very grave indeed.

"I am sorry, Mr. Chandler, but your heart must be full of bitterness to dictate rebellion after your prosperous year. Your crops have been generous, and you yourself told me that it has been the best year you have ever known."

"That's all very well, but you forget that I have lost my only son," reminded Asa.

The minister made an impatient gesture. "Not lost, only estranged because you are disappointed in the girl he married. If you only knew Rose Lee as we know her."

Asa turned abruptly away.

"Dick disappointed us," he said moodily. "Mother and I had planned he was to marry Emma Hoops, his second cousin. Emma's property adjoins ours, and all of it would have made a grand farm for Dick some day. Emma was willing, but Dick married that pretty flyaway thing from Preston, and mother and I just shut the door in their faces. No, sir, there won't be any Thanksgiving in our house—just plain everyday victuals!"

Asa trudged up the village street to the postoffice, where his horses were tied.

In the comfortable white farmhouse his wife was watching for him at the front window. Geraniums bloomed behind the white curtains, and a fire glowed in the great square iron stove. It was very warm and comfortable and cozy there, but in the atmosphere something was lacking.

Emma Hoops came over at sundown and found the Chandlers eating supper. She was a small, fair woman, several years older than Dick Chandler and with a very decided, independent manner.

"It's going to be colder, folks," she said breezily as she accepted a cupful of tea and a cookie from Mrs. Chandler. "Can't I persuade you to change your minds and come and have dinner with me tomorrow?"

"We couldn't, Emma," protested Mrs. Chandler. "You know why," she added significantly.

"Cat's foot!" sniffed Miss Hoops, contemptuously. "You can't revenge yourselves on the Lord by not observing Thanksgiving! You can't do it!"

"Who is trying to?" demanded Asa sternly. "You're blasphemous, Emma. It's a mockery for us to observe Thanksgiving day, and mother and I ain't going to, so there!"

"You're a pair of obstinate old geese!" declared Emma angrily. "If your setting out to enjoy yourselves being as miserable as you can, why, go ahead! I'm going to accept Cousin Anne's invitation to eat dinner with them! Goodby!" She flounced out of the house and hurried home, where she scolded her cat, cried a little and then packed a basket of good things to take with her.

Thanksgiving morning dawned gray and cold, with a streak in the north that presaged snow.

"Going to church, mother?" asked Asa as he arose from the breakfast table.

"Of course, Asa," said his wife, whose eyes looked red with silent weeping.

"It's kind of cold. You better dress warm," he warned as he went out to harness a horse to a buggy.

The church bells had hardly stopped pealing before a small red automobile ran

nimbly up the road and turned into the Chandler yard. Dick Chandler got out and helped his pretty wife, who carried a big bundle wrapped in shawls.

"Looks as though no one was home," muttered Dick as they went around to the side door.

There was no response to their rapping, and Dick performed a trick of his boyhood by entering the pantry window and coming through the house to open the door.

"Welcome, darling," he said cheerily as he kissed his wife. "Father and mother have gone to church, I think. Let me see Emma's telegram once more."

Rose placed her bundle carefully on the sofa and took out a crumpled message which had reached them the night before in their city home. With a smile Dick read the characteristic command:

For heaven's sake come home and spend the day with your folks. They say they have nothing to be thankful for. Prove to them that they have.

COUSIN EMMA.

"She must be a dear thing," said Rose over her husband's shoulder.

"She is," said Dick with a queer, remorseful feeling that Emma Hoops would have derided. "Rose, dear, it doesn't seem a bit like Thanksgiving. Mother always made so many preparations for the day, and there isn't a thing in the pantry save a boiled dinner and a dried apple pie!"

"Perhaps they can't afford it, Dick," said Rose soberly.

"Nonsense; they can! Emma says they have nothing to be thankful for and"—

As by one accord their eyes wandered to the couch where the bundle was wriggling.

"My precious lambkin!" cried Rose, and, rushing to the sofa, she removed the shawls and a white furry coat and a white cashmere cloak and a white hood, and, behold, a wonderful little baby, pink and white and gurgling!

"My high chair is in the garret," said Dick, and away he went to the top of the house to bring down the polished maple chair, which he placed in a sunny window near the blooming geraniums and the singing canary. "There, son!" he said

as the baby was strapped safely in.

Dick faced his wife. "Rose, let's get a Thanksgiving dinner ready for father and mother. Then when they see little Asa, why, they can't help being thankful, eh?"

"Of course, not!" agreed Rose. "Dick, where does your mother keep her aprons?"

"In the middle drawer in the pantry dresser," cried Dick in a flash, and they laughed together at his accuracy.

"I'm going out to kill something for dinner—chicken, turkey, duck or goose," threatened Dick.

Rose, investigating pantry and cellar shelves, discovered a jar of mincemeat and pots of pickles and preserves.

"Oh, I hope she won't mind very much!" she encouraged herself as she flew about the kitchen, deftly rolling pie crust and filling the pies with mincemeat. "I suppose they hate me, but perhaps they will learn to love me for baby's sake, he's such a darling!"

By and by Dick came in with a young hen turkey, all dressed for roasting.

"You set the table, Dick," ordered his wife, looking distractingly pretty with a dab of flour on her nose. "You know how your mother used to have everything. I'll put the turkey right into the oven."

So Dick found one of his mother's snowy damask cloths and laid the oval table in the dining room, where baby sat in the sunny window. All of the old fashioned lavender sprigged china came forth, and here and there Dick placed a glass dish of crimson or amber jelly. In the center of the table was a vase of orange tinted chrysanthemums from the front yard.

"Dick, it looks lovely!" exclaimed Rose as she came into the room rolling down her sleeves. "And here they come! Dick, I am so frightened after all!"

Dick put his arm around her and held her close.

"Let us be patient," he urged. "They cannot help loving you, dear."

For some reason—perhaps because the house was lonely—Sarah Chandler remained at the barn until her husband had put up the horse. As they crossed the

yard toward the house a few flakes of snow fluttered down.

Sarah Chandler clutched her husband's arm.

"Asa," she gasped, "I'm afraid! I saw something that looked like a baby's hand at the window!"

"Nonsense, Sarah!" protested Asa, supporting her with his wiry arm. To himself he was thinking that it would have been better if he had tried to persuade Sarah to forgive the boy instead of upholding her in her resentment of Dick's marriage. "She's breaking her heart over him," he murmured as they went up on the porch.

Before Asa could unlock the door it swung inward, and Dick stood there—their boy Dick—with such an anxious look in his brave eyes, and behind Dick was a very beautiful woman with grave, brown eyes and a smile trembling on her lips, and in the woman's arms was a baby!

"Dick!" cried his mother and fell into his arms.

Asa smiled at his son and held out a strong hand to Rose and the baby.

"You are welcome," he said solemnly, and so they all went into the dining room.

Rose found her voice.

"I hope you will forgive me, Mrs. Chandler," she pleaded, "but I have cooked a dinner, and I thought"—

"I killed a turkey," broke in Dick, "and Rose is the next best cook in the world to mother, and she has roasted it, and I guess dinner's pretty near ready, folks! Perhaps mother will take care of little Asa while I help Rose put on the vegetables, and maybe father has some apples and nuts and cider in the cellar!"

Fifteen minutes later Rose and Dick peeped into the dining room. Asa Chandler had forgotten all about the cider and apples and he was sitting on the sofa beside his wife, who held little Asa in her arms. The baby was crowing lustily as his grandfather dangled a handsome gold watch before its wondering eyes.

"Dick," cried Rose, with shining eyes, "they have forgiven us. They are quite happy. See!"

"We must thank Emma Hoops for this," whispered Dick, and his wife

noded sympathetically. She knew that Emma would love the baby too. A baby can be a comfort to so many people besides its parents.

At last the meal was ready.

"Come, daughter," said Sarah Chandler as she kissed Rose and led her to a seat.

The two women watched the men as they placed the baby in his high chair and fussily pushed him close to his grandfather's seat. They smiled tenderly at each other as if to say, "We women understand these, the men of our household."

Asa Chandler stood beside his chair and bowed his white head.

"Forgive us, Lord, our rebellion," he whispered, and aloud he added, "For all these, our blessings, make us truly thankful, O Lord, and accept our humble gratitude upon this day of Thanksgiving!"

### The Fortune of an Architect

BY ELINOR MARSH

Margaret Midway early developed a taste for art, and at twenty she decided that instead of waiting for a husband she would be the architect of her own fortune. She planned to be a decorator. Indeed, being an orphan with nothing to live on, it was necessary for her either to support herself or marry some man to support her.

That Margaret was naturally of an independent disposition is evident from the fact that she rented a cottage, in which she proposed to live alone and have her office.

One day a young man appeared on the premises and seemed to be looking them over. Margaret went out and asked him if he was thinking of buying the property.

The man looked at her admiringly, for she was a pretty girl, and replied that he was considering whether it could not be fixed up and used for residential purposes. He said that he was an architect.

"And I am a decorator," said the girl.

"Indeed! In that case we might work together."

"Do you represent the owner?" she asked.

"Yes. I'll confer with him, and if he will employ me to repair and make additions to the house and give you the decorating job we may make something out of it."

He went away, leaving Margaret to think of the matter. She paid a nominal rent and if she could make a few hundred dollars by decorating the house it would pay her to find another home. But she was thinking more of the young man than the job. He had a very pleasant way with him, and his smile was quite engaging.

The next day he came back and said that he had made an arrangement with the owner for fixing up the property. He was to spend \$3,000 on it and receive \$500 for his services. He would pay Margaret half his fee if she would design and superintend the decorations. Margaret was very well pleased to make a fee of \$250 and assented to the proposition.

The young man had brought with him drawings of the alterations to be made, and the two sat down together to consider the decorations. Margaret occupied a wing of the house which was to be turned into a kitchen and servants' rooms, but this was to be done last and she need not be disturbed till the rest was finished, and then she could move to another part of the house till the property was occupied by permanent tenants. The architect said that probably the owner would occupy it himself.

In a few days a permit to make alterations was tacked upon the front porch; then a load of building materials was dumped in the front yard; then masons and carpenters came and went to work. Margaret, meanwhile having the plans before her, arranged for the various decorations.

The architect came every day to see that his orders were being carried out and never failed to consult Margaret as to how this would serve or that would serve, and she never failed to ask his opinion as to what color would best go in this room or that room, and the contractor, who was there a good deal himself, wondered how the two could spend so much time over one job while he was building a dozen houses, providing everything himself and bossing

each job. They would go into the living room, which was not disturbed, place the plans on a table and sit over them in pleasant discussion sometimes a couple of hours at a time.

"If that architect," said the contractor, "spends as much time with the decorator of every building he designs as with this little job I'm afraid he'll not get through many jobs."

When the contractor had finished all but the servants' quarters Margaret moved out of her little bare room into sumptuous quarters. She asked the architect when the owner would come to inspect the work and was informed, that he had been there a number of times already. Margaret wondered at this, for she had not seen him. But she was informed that he was well pleased, especially with the decorations, and this satisfied her.

The work was finished at last, and architect and decorator one afternoon went through the house and grounds together.

"It's all so pretty," said Margaret, "that I almost feel like crying at leaving it."

"You don't need to leave it," was the reply.

"What do you mean?"

"I am the owner of this place. I came here one day to look it over with a view to fix it up to sell it. I saw you, and it occurred to me to fix it up for myself—that is, if I could get you to share it with me. What do you say?"

This proposition was not unexpected, but the rest of it was a surprise indeed. Margaret caught her breath, the architect caught her in his arms; the architect of her own fortune was happy in being, as he expressed it, the fortune of the architect.

One day after they had been married some time and the wife wanted some pin money she put her arms lovingly around her husband's neck and, looking unutterable things at him, said:

"Dear, you never paid me for decorating our home."

"Well, I'll be jinged!" replied the husband. And he straightway drew a check for the amount.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. *Noms de plume* may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### I Don't Know Why

When I hired out on the Central,  
Long in sixty-eight or nine,  
At first I used to think the trips  
Were all so very fine;  
But later, when the novelty  
Wore off, it got to be  
That every trip seemed harder  
Than the one before, to me;  
Until I got acquainted  
With a girl near Jackson's Hill,  
Who put new interest in my life,  
And there she keeps it still.

Yes, I often used to think  
I couldn't last the whole trip through,  
But when we'd turn the Jackson curve,  
As true as I tell you,  
My nerves would kind o' brace up,  
And my spirits would revive,  
And I'd feel as chipper as a colt,  
As sure as you're alive.

And I've noticed, since promoted,  
When the going would be rough,  
When I surely thought the fireboy  
Had just about enough;  
How he'd seem to cheer and brighten  
At some point along the line,  
And from there until the finish  
He'd always feel just fine.

Yes, I've seen him wave so often  
To some place a mile away,  
And receive a ready answer  
That would drive his cares away,  
And a smile would light his features,  
And he'd always take a brace,  
And no amount of toil  
Could drive that smile from off his face.

Yes, indeed, I've often watched them,  
While of course I would pretend  
At the time that I was busy,  
Till the flirting all would end,  
And then would see the fellow  
Whose spirit drooped before,  
Whistle up some lively music,  
And just make the mogul roar.

Oh it's nice to have a sweetheart  
In the city, too, I guess,  
Where each girl's a queen of fashion  
With a studied taste in dress;  
But a sweetheart in the country  
Where the trains go whizzing by,  
A waving her sunbonnet,  
Always cheers, I don't know why.

T. P. W.

### A Strong Bid for Economy

MINNEAPOLIS, MINN., June 21, 1917.

EDITOR JOURNAL: This is about the time to look for the usual flock of communications relative to "delegates and conventions." In fact, the season opened in the June JOURNAL by Brother Machin, of Div. 585, firing a broadside into the resolution passed by the last convention, putting the matter of reducing the number of delegates up to the members at large, which result should put a stop to this time-worn subject for some time to come.

I take it that all read Brother Machin's article, but if they did not, they should do so, and those who did should read it again. He wants the resolution killed so he "can go to several more conventions" as he is "young yet," and when last seen was apparently enjoying good health.

For nerve, honesty, and I might say actual selfishness, this has everything backed into the shrubbery, unless it should be the case of the landlord that charged his guest four dollars for a hard-boiled egg, and offered as an excuse "that he needed the money."

Brother Machin wants to go to several more conventions, but for what reason he does not say. However, if we were to dig around a little perhaps we could find one; for instance, next time you are at a Division meeting ask the Secretary to turn to page 315 of the bound volume of the proceedings of the last convention (every Division has a copy), and have him read the resolution found on middle of said page, then perhaps it will dawn on you why some men want to "go to several more conventions." And for your information let me add that the adopting of that resolution cost the members of this organization the round sum of \$25,000. In the resolution you will also note that Brother Stone has cut out the "couple of

days each week for pleasure and recreation," and placed the convention on a "business basis." This was an exceedingly heartless act of Brother Stone, and I hope he can see his way clear to stand corrected, keeping in mind that the expenses were running up at the rate of \$18.00 per minute. Just ask your delegate how he stood on this "salary grab" resolution, and in case of doubt, turn to pages 325, 326, 328 and 329, and you can see just how he voted; perhaps he "forgot" to mention this when making his report; read some of the dialogue on these pages—it is good.

You surely never heard a man kick on the salary he was to receive before he started to a convention, but this will prove that many of them did after they got there, and had a firm belief in grabbing while the grabbing was good.

But you were told that the Grand Office paid the bills. Yes, the Grand Office handed out the money, but where did the Grand Office get it? Out of your pockets, Brothers, for they have no other place to get it. Yes, you fellows paid the freight all right, and some of you bucking the "slow board." Did you know that the last convention cost you fellows just a shade less than a quarter of a million dollars; and to cut this in half is the aim of the resolution that Brother Machin wants killed. It will be put up to you in due time to decide the question, and see to it that you decide it intelligently.

Honestly, it would seem that the good of the many should be put before personal greed, and it would appear that the efficiency of a delegate should be measured by what he accomplishes, or tries to accomplish while holding the credentials of office.

I had a part in getting this resolution in shape to put before the membership, and may be pardoned if I feel a little peeved at all attempts to kill it.

The resolution allows Divisions of 200 or more members to send a delegate as formerly, the idea being that such large Divisions could stand the expense without hardship.

I have a picture in my mind of what my Division would do to me if I broke the news to them (no matter how gently)

that "I wanted to go to several more conventions." I would be told to keep both front feet out of the trough, and without a doubt get a unanimous vote to stay at home.

Fraternally,

W. C. WESCOTT, Div. 180.

### Some Suggestions

LORAIN, OHIO, July 2, 1917.

**EDITOR JOURNAL:** Reduction of representation has long been a bone of contention for contributors to the JOURNAL. We must concede that having our laws made by an assemblage consisting of one member from each of eight hundred Divisions, making an unwieldy body of men, is inefficient and expensive, and does anything but give maximum results with a minimum of effort or cost.

In several former conventions, and no doubt in the one to come, plan after plan will be submitted bearing on this matter, some with merit and many without, and none that will satisfy all, for the world-old reason that human selfishness will prevail as ever.

I have no intention of trying to eliminate human selfishness, but I think its teeth should be pulled so it would be less liable to injure others.

Before going into details, let us take a peep at the future, and if possible prepare for its apparent needs. Today the whole world is in the worst turmoil in the history of the human family, and great events are taking place so swiftly that one can hardly keep pace with them.

More history is being made now in one day than was formerly made in ten years. Nations are changing rulers, codes of laws, their manner of living and their relationships with other nations. Change is necessary to progress of any kind and is bound to continue so long as there is room for improvement, so we should not hesitate to change with the times. Just now a new social order is being contended for because the old has outlived its usefulness; so must we take heed of the lesson and readjust our affairs to meet the demands of progress.

To accomplish much, we must first practice self sacrifice—to learn to yield our own personal preferences through

interest in the common welfare. We must learn to economize our energies and our finances, so the greatest good may be gained with the least effort and expense.

All will agree that in a convention, one hundred men will do more work and better work, and do it in less time, than eight hundred men. If we must concede this, then why do we have a convention of more than eight hundred men? Where we are in a rut of our own making, and know it, why don't we get out? Are we so stupid as to continue to allow a part of the eight hundred to defeat the will of the 70,000? If I could have my way, during these strenuous times, at least, I would favor holding a convention every year. I do not believe that we can keep abreast of the times with conventions three years apart. In the choosing of delegates I would have one elected from each line of railroad in America, large or small. It would be their business to nominate our executive officers; accept the resolutions submitted by the Divisions bearing on changes in our laws; formulate from them new laws that were deemed necessary; oversee the auditing of all books, making proper reports on same; codify all changes in our laws, having all changed laws printed on one sheet in opposite column from the old law; and together with the nominations of the various executive officers, submit all to a referendum vote of membership, for their approval or disapproval, the vote on same to be returned within thirty or forty-five days. The majority vote, on any measure or change, to make it legal and binding until the next convention. In the matter of the election of executive officers, a majority vote would be required to elect; if a majority did not materialize on the first ballot, re-submit the highest two names for the second ballot.

This plan, or a similar one, I believe would cut the cost of conventions to about twenty-five percent of that of the present inefficient plan, and would give every member of the organization an opportunity to vote for all executive officers and measures relating to the business of the B. of L. E. In fact it would give us real democracy in a labor union, something which at the present time does not

exist in the B. of L. E. I believe that our membership would take more interest in the organization if they could have a direct vote on officers and all measures concerning their welfare.

Think it over and express your opinion in the JOURNAL; that is what it is published for. Fraternally,

H. E. Fox, Div. 273.

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### The Pension

TOLEDO, OHIO, June 13, 1917.

EDITOR JOURNAL: I have read the letters of the various Brothers on the pension and insurance with much interest, particularly that of Bro. E. J. Smith. There is no doubt but the pension has come to stay, and it seems that with nearly a half million dollars in reserve it could be made to extend its benefits so as to reach the widow of a deceased pensioner as well as his dependent children.

If there is any good reason why that could not or should not be done, I would like it to be made known by some of the Brothers through the JOURNAL.

Yours truly,

E. A. CAMPBELL, Div. 4.

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### A Board of Arbitration

GOODLAND, KANS., July 2, 1917.

EDITOR JOURNAL: In all probability the coming convention will be the greatest ever held by the B. of L. E. and delegates should attend prepared to lay aside all matters of a personal or local nature and work for the general welfare. At a recent convention there was a resolution introduced which contemplated establishing a board of arbitration which would respond to a call from the Grand Chief, and have power to settle all disputes. When the membership at large learned of this resolution, and that the convention had failed to act on it, many were disappointed, as the benefits which could be derived from such a committee are manifold. In addition to facilitating convention work it would be a strong factor in maintaining harmony, as our Grand Officers are frequently called on to settle disputes, and it is common knowledge that, regardless of merit, those who receive an adverse decision in any controversy are



prone to distrust the arbiter, and such a committee would relieve the head of our organization of much unjust criticism.

In a recent issue of the JOURNAL, we noticed an appeal to the members for an expression of their opinions relative to reducing the number of delegates to conventions, with a view of assisting all to vote intelligently on the matter. We endorse this sentiment, and hope the voters will lend aid to the opinion which promises to be best for our institution. While not prepared to say that it is impossible to express an intelligent opinion on the negative side of this proposition, it has not been my fortune to see any argument to the contrary in which the writer's desire to hold the position of delegate was not portrayed so strongly that the balance of his argument was dwarfed into insignificance.

The statement has been made that local chairmen can glean much valuable information by attending conventions, and we can think of no argument against this contention; but it might be well to remember that the same field is open to a general chairman, and we believe it would tax the memory of any engineer in calling to mind an important case of recent years which has been settled without the assistance of one, and if money should be expended for the purpose of educating chairmen, it seems prudence would dictate spending it on those from whom we get the greatest service. It will be necessary to plagiarize by saying that since our general chairmen are elected on account of meritorious service and ability it naturally follows that in all probability they are the best fitted to promulgate and enact suitable laws, and if any live in fear of creating an autocracy by having them authorized to represent their constituents in convention, they may easily dispel that phantom by calling to mind the fact that our members hold the electing power to change the law at will. These men all belong to the Brotherhood, and have been advanced on account of devotion to its principles, and it is hard to understand why they should do anything but their best for those on whom they are dependent. We trust them in places where the temptation is known to be great, and

in general have found them true and loyal, and there is no reason to expect they would be otherwise, with less at stake. It has been suggested that if general chairmen were acting as delegates they could not vote equitably on a question on which two Divisions happen to hold different views, and this phase of the problem might be an objection if it was not feasible to take a system vote on important measures, and be governed by the will of the majority.

Our organization has prospered under existing laws, and we should study well before making changes, but conditions have made some necessary, and the motto of "letting well enough alone" will not fitly apply to all conditions which confront us, any more than it would to a growing boy should he apply it in an effort to wear the same sized shoes from youth to manhood. The JOURNAL readers are frequently reminded of success attained by certain crafts who have adopted the "closed shop rule" but when we are confronted with the fact that certain crafts on many of our largest railroads have suffered the loss of schedules and an entire disruption of their organizations through an effort to enforce the "closed shop rule" we are inclined to believe that the picture is a little overdrawn. Recent events have demonstrated that the railroad managers, as well as the general public, are not ready to dispute the Brotherhood's right to bargain for those who run locomotives, and my esteem for the organization prevents me having a desire to embrace within its fold those who are small enough in principle to accept benefits that others pay for.

Yours fraternally,  
J. L. BOYLE, Div. 422.

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### Division 2 Growing

JACKSON, MICH., June 23, 1917.

EDITOR JOURNAL: The date of June 23, 1917, marked a very interesting event here in B. of L. E. circles, and when the smoke cleared away, Div. 2 was nine members to the good.

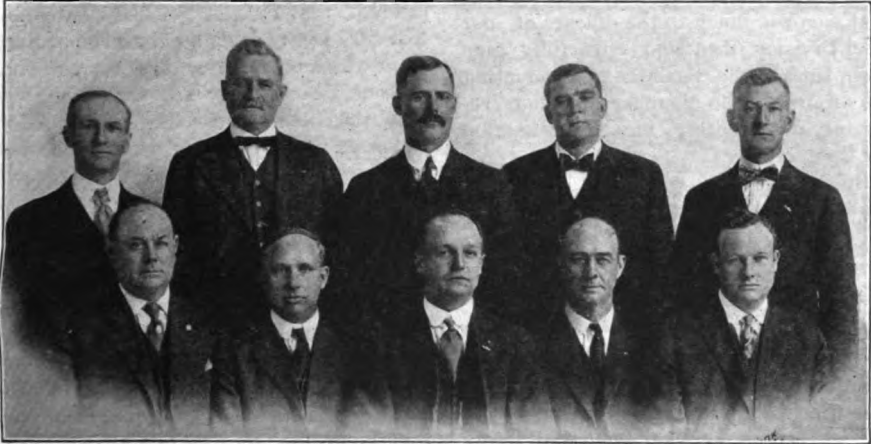
Our Chief Engineer, Geo. B. Weed, assisted by our Secretary and Treasurer, Charles J. Allen, and other officers of the

Division, conducted the initiation, and the new members proved to be the right kind of material for the making of good engineers and good Brotherhood men. No better class of men were ever initiated into our Order, and Jackson Div. 2 feels proud of every one of them. The increase of membership in this Division during the past few months totals 62, which you must admit is a very creditable showing.

This was made possible by the concerted action of the members of Div. 2, directed by the officers of the Division. It is our aim to reach the 300 mark of membership in this Division by January, 1918,

Rowe, Lenaar, Crippen, Waite and Gobel. These candidates were called on for speeches, and all expressed themselves in a manner which echoed the sentiments of those present, that the proper place for all men who run locomotives is in the ranks of the B. of L. E., as the future of the engineer, his earning power and everything relating to his interests depend almost wholly upon the success of the Engineers' Brotherhood.

After the business of the meeting was finished, the ladies of the M. E. Bedell Div. 9, of the G. I. A., who, by the way, have done wonders in the upbuilding of our Division, invited all present to attend



JOINT GENERAL COMMITTEE OF ADJUSTMENT, LOS ANGELES AND SALT LAKE SYSTEMS

Top row, reading left to right—A. J. Feetham, Lodge 749, B. L. F. & E.; Jas. A. Yeates, Div. 222, B. of L. E.; Wm. Jones, Div. 766, B. of L. E.; Brown Bust. Lodge 679, B. L. F. & E.; H. J. Baldwin, Div. 660, B. of L. E.

Bottom row, reading left to right—A. F. Smith, Div. 660, B. of L. E.; O. C. Cazal, Chairman B. of L. E.; Harry Griffith, Chairman B. L. F. & E.; D. A. Everitt, Div. 681, B. of L. E.; W. J. Hoban, Lodge 663, B. L. F. & E.

and when we have succeeded in doing that we will celebrate the event in an appropriate manner, you may be sure.

The attendance at this meeting was large, and many of the gray-haired veterans made interesting talks concerning the infancy and growth of our Brotherhood. Bros. George Bryant and "Dan" Barrett, both on the pension list and wearing badges of honor, were among the notables in attendance. Bro. M. A. Henry, who was our delegate to the last convention, made a speech that went straight to the hearts of all his hearers.

The men initiated at this meeting were: Bros. Cawley, Wigent, Bordwell, Cooper,

a banquet which they had prepared for us. The table was laden with all the delicacies of the season and the decorations were numerous and beautiful, especially those in the form of mottoes and others symbolic of the occasion. Sweet strains of music lured many to the ballroom where dancing was indulged in for a time, after which we retired to our homes, delightfully pleased with the successes of the day, and with the hope that we would all meet again on the date when it is announced that we have reached the 300 mark of membership in Div. 2.

Fraternally yours,  
A MEMBER.

**Elect General Chairman by Popular Vote**

DES MOINES, IA., July 8, 1917.

EDITOR JOURNAL: I hope something may be done to reduce the number of delegates to our conventions. I fully concur in the opinion expressed by some that the Chairman of the General Committee of Adjustment is well qualified to serve as delegate, but I would also suggest that he be elected to the office of General Chairman by popular vote of the members on the system, it being a more democratic and more satisfactory method for choosing the man for that important position.

I wish also to call attention to the fact that we owe much to the officers of our local Division, men who cheerfully give their time to the business of conducting the affairs of the members without receiving, or expecting, any compensation for their services.

Hoping for the continued success of the B. of L. E., I am,

Fraternally yours,  
W. MCBRIDE, Div. 525.

**Representation, Chicago Agreement**

CENTERVILLE, IOWA, July 8, 1917.

EDITOR JOURNAL: I am well pleased to note that we are increasing our membership of late, and have wondered if my suggestion to appoint a committee in each Division to solicit members had anything to do with the change taking place.

I would suggest as soon as a man is promoted to engineer that we invite him to take membership in the B. of L. E. If the railroad company is willing to pass him for service we should admit him to membership in the Order that represents his calling, and if we ever expect to have a "closed shop," we must take just such steps as that to gain it. The secret of success in this as in many others is preparedness.

In the matter of reducing the number of delegates to conventions, I would be perfectly willing to have the general chairmen represent us. Why not? Do they not represent us before the officers of the railroad; men especially selected for their shrewdness and general ability, so if they are competent for such import-

ant work, why not represent us at our conventions?

The writer has, while general chairman, served as delegate several times, and could never quite account for the apparent opposition to having the general chairman serve as delegate. Who can explain that matter?

It must be admitted that about 100 of our delegates transact all the business of a convention, and I have known cases where delegates voted on questions they knew nothing about; have known them to ask others what the question was they had just voted on. It may be suspected my opinion here expressed is born of self-interest, that I am a general chairman. Not so. I have been a general chairman, from which office I resigned for personal reasons. Some may say this plan will give the little roads the same voting power as the larger ones, but we do not legislate for roads but for the general good, and quoting Brother Wood I will say, "I will try it once."

As to the Chicago Agreement will say it is not what we want, but I do not blame those that made it, as they were sent to make one, and it is a good man who does what he is properly ordered to do.

This agreement is laughed at by the railway officials. For example: Not long ago the firemen on a certain road wanted some preferred runs placed in the pool. The engineers were opposed to the move. A vote was taken and from a roster of 81 engineers 70 voted "not pool." Then the firemen's general chairman wrote up the case for the firemen and the chairman of the engineers was told to sign it (under the agreement.) They then met the officers of the company who later ordered the runs in question all placed in the pool. The chairman of the B. of L. E., supported by the men he represented, protested and called up some of the officers on "long distance," whom he induced to hold up the order to pool until he could get a written protest to them, so he then wrote a protest and the chairman of the firemen had to sign it, and the matter was finally held in abeyance.

I remember hearing a very prominent member of another organization say at the Harrisburg convention that if we

changed our laws to permit men running engines to belong to both Orders our membership would be increased by 15,000 before the next convention. May I ask, where are they?

There is no doubt but that it would be better for the men to belong to the Order representing their occupation, and were that so there would be no need for anything like the Chicago Agreement. I have served as chairman of a joint committee under that agreement with 44 men, 37 of whom were engineers and seven firemen, when it should have been 20 engineers and 24 firemen. This was due to so many of the firemen's representatives being engineers. I would favor the engineers using every effort to induce firemen to join the firemen's organization, and the firemen doing all in their power to make promoted men join the B. of L. E. What is wrong about that suggestion?

Fraternally yours,

G. W. SMITH, Div. 56.

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### The "Closed Shop"

NEW ORLEANS, LA., July 2, 1917.

EDITOR JOURNAL: In my letter of last month I promised to furnish something for this month's publication regarding the proposition of seeking the establishment of a "closed shop" in so far as relates to seniority rights and assignment of runs.

I shall not be so egotistical as to claim myself the promoter of this move. If it proves a dismal failure in the end, am willing to bear my portion of the results. Should it eventually work out satisfactorily and prove its real merit there will be enough good results to go round, "and then some."

No one realizes more than myself that there are some who will take issue with me in my opinion regarding this very important matter, and this will be readily granted. There never was a time since the foundation of the world when all men agreed, and I dare say these conditions will continue until the end of time.

There was a time, my friends, when the B. of L. E. was an absolute leader in the labor world, blazing the way in which others followed. But conditions have

changed; not that the Brotherhood has retrograded, but because other organizations have awakened from their seeming dormant state and have made rapid strides along improvement of conditions, increases of pay and safeguarding themselves against the creation of an idle surplus and unnecessary promotions, and well may we follow the example set by our friendly co-laborers. Certainly we are willing to profit by the experience of others. It has been said that "a wise man will change his mind, etc," hence it might be well to establish some of the "closed shop" policies others have adopted.

Did it ever occur to you what other labor organizations have done along the lines of a "closed shop?" It is a well-known fact that nearly all shop and building crafts have a closed shop agreement. All kinds of restrictions have been established by the plumbers, pipe-fitters, copersmiths, blacksmiths, machinists and various other crafts relative to conditions of promotion and employment, and the results have proven beneficial, rather than harmful, and most certainly have kept down excessive promotion, and if ever the B. of L. E. needed a change in any condition, most assuredly it is along these particular lines.

The question of a "closed shop" is nothing new to the railroad managers. Long since has this been written into the contracts and agreements of other labor organizations. Then why should we hesitate to follow the example of others? Is it autocracy, self pride or fear? Or are we willing to continue to devote our efforts, time and money, and sacrifice our positions for the outsiders who are absolutely granted a broader scope of protection than our own members under certain conditions, and who have the same protection of our committees, reap the same benefits, enjoy the same conditions of employment, all these, and more if possible, without any monetary sacrifice or other consideration, except a voluntary proffer? I might say here there are some who "pay the fiddler," but ordinarily, broadly speaking these are few and far between.

I honestly believe we have good grounds for asking for a "closed shop." I believe

the average railroad manager will admit the justice of the demands for the simple reason that, with the restrictions thrown around the members of the organization, the company would feel they would be assured of the services of the better class of men. If I were called upon to recommend an applicant seeking employment, certainly I would not hesitate as between a union and non-union man, ability being equal. I know roads where the employees are questioned in the selection of men and those roads have a fine and capable set of employees; and these roads are practically working under a "closed shop" plan.

Under the present Chicago Joint Working Agreement, the engineers are badly handicapped and there should be a radical change, otherwise the engineers will continue to be at a great disadvantage in so far as employment, promotion and seniority are concerned. I dare say if the matter was put to a referendum vote 90 per cent would vote for a change.

It would be a happy moment to see the eligibles from the ranks of the Firemen's organization join the B. of L. E.; I am honest and sincere when I say it. It is a duty they owe to themselves and the engineers, and I do not believe a single man, if self-interests and personal feeling were set aside, will attempt to truthfully deny this assertion.

That there are many not members of any organization in the service of the railroads must be admitted. Some of them are deserving of membership in the Brotherhood; some are eligible while some are not desired at all. If the "closed shop" plan can be inaugurated, naturally some conditions would have to be perfected to not only care for those already in the service, but pave a way to prevent the employment of non-members or have it understood all such would be denied the right of seniority or regular runs, should any be employed. It would take some time, but this plan would eventually work out, and incidentally would rid both the companies and the Brotherhood of the undesirables. This may sound a little harsh or radical, but it is not so intended. It is a case of cold facts, a case of taking care of yourself and your own organiza-

tion, and if you don't do it no one else will do it for you, and the past bears witness to the truth of this statement.

I am perfectly willing to care for all now in the service, be they members or non-members of this or other organizations, and at the same time I honestly believe it is a duty we owe ourselves to come to some agreement through some medium that we demand of the managers of the railroads that after a time agreed upon (and there is no good cause to prolong it), that to hold seniority and right to runs, engineers must hold membership in the B. of L. E., and through this medium we would eventually get rid of non-members of either organization, and if any desired to continue membership in both the B. of L. E. and B. of L. F. & E. the laws might permit it.

I have not yet been able to reconcile myself to the justice of permitting an outsider to summon a chairman at their pleasure to defend their case, while our worthy members' grievances are often delayed for Division action, or on account of legal requirements. If there is to be any restrictions, let the outsider suffer; if any favors, show them to the loyal and deserving members of the B. of L. E.

I had sooner make the issue for principle than principal; however, both are involved in this case.

Fraternally yours,

F. E. WOOD, F. G. A. E.

### Something for Division 79 to Boast Of

COLUMBUS, OHIO, June 22, 1917.

EDITOR JOURNAL: Bro. H. R. Karns, Chairman of our General Board of Adjustment, recently met one of our Grand Officers in Pittsburgh and suggested to him that a Grand Officer be sent to Columbus, Ohio, to co-operate with Div. 79 in a campaign for increasing its membership. The proposition met with favor, for in May, Grand Organizer A. G. Blaney appeared in our midst to promote a campaign for increasing our membership, and called up our Chief, Eugene Currigan, to inform him of the fact, also impressing it on his mind that he was not only on the job but willing and anxious to go to work at once. The Chief took him at his word,

appointing Bro. Art Lakin to pilot him, a selection that met with general approval, for Blaney and Lakin made a team hard to equal. They first planned to meet the old members of Div. 79, but while the outlook was not encouraging at first, it was a good start, and there is much in getting started right, as well as in not stopping too soon. That seemed to be the policy of Brother Blaney, and Brother Lakin proved to be a good stayer also. Their case reminds one of the story of the simple old couple who went to the railroad station to see a railroad train for the first time. They gazed with wonder and amazement on the monster locomotive which had stopped just before them, and listening a moment to the rapid exhausts of the air pump, the old lady remarked to her equally astounded husband, "Billy, the poor critter can't hardly get its breath." "They'll never be able to start her," said Billy. "No, never," said the old lady. About then the engine and train, to their great surprise moved off, whereupon Billy declared, "they will never stop her, they will never stop her!"

It was so with the team of Blaney and Lakin. We were surprised at the way they started, and just as surprised when they would not stop.

What did they do? Well, they pulled off one of the greatest feats in the line of soliciting new members for the B. of L. E. that the history of the Brotherhood can show. They gathered 54 men into our Division. They got them in the morning, they got them in the afternoon and wholly disregarding the eight-hour law, they got them also in the night. They wore out an automatic starter, a set of tires, two suits of clothes, everything in fact excepting their patience, but they got results.

The work of this team, aided by some of the other members of the Division of course, was satisfactory to all. They put the proposition of joining the B. of L. E. up to the young men in such a way that they could not fail to see the great advantage it is to the engineer to belong to the engineers' organization, not merely as an obligation for the good the Grand Old Order has already done for the engineer, but for the possibilities the future

promises if we who run the engines are enrolled under one banner. Some of the candidates were hard nuts to crack, but they were cracked all right, and we found some splendid timber among them from which to make good B. of L. E. men.

Brothers, this experience of ours is a lesson to all. It shows that we don't really know how much can be done until we make the effort, and all pull together, for there are many outside our ranks who would willingly join us if the reasons why they should do so are made plain to them.

Faternally yours,

C. W. JARVIS, Div. 79.

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### Block Signal Not Perfect

RAHWAY, N. J., July 10, 1917.

EDITOR JOURNAL: In looking over the July JOURNAL I found some articles treating on the block signal that interested me and served to confirm my opinion that the block signal is not by any means perfect. I believe, as no doubt many other engineers do, that it is about time the unreliability of the block signal was recognized by all concerned in the interest of the engineer, who must often suffer loss of time and be humiliated at the same time by a suspension, as well as in the interest of others in the train crews, together with the traveling public, whom this signal is supposed to protect. When this signal fails, as it has been proven to do, the engineer is usually the surest one on the train to be killed, and as "dead men tell no tales," his evidence is often lacking to prove his innocence of blame when the signal does not operate properly.

I recently suffered a suspension myself for passing a signal which was supposed to be against me, but which was not. Yet I was held responsible for it.

The engineer is the only man on the train who can really be relied upon to see the signals, which fact usually leaves him in a position to testify alone, with no other employee on the train to back him up.

In my case I came to a distant signal of an interlocking plant which is one-half mile from home signal, and at first the former was against me, but a moment later it cleared.

This is an electric signal operated by electricity conducted through rails. When I passed the signal it was still clear, of which I am sure, for I was watching it closely, yet when I shot around the curve in view of the home signal I saw the latter was against me, and before I could get stopped my train had passed the signal three car lengths, for which I suffered a suspension of fifteen days. There was no train in block ahead, but a switch at a point beyond was set for a siding. The other day I came to an interlocking plant with everything apparently all right for my train, but when we got within 150 feet of the home signal the rails ahead were moved so we were headed into the yard. My fireman, however, happened to witness this also.

What has become of the ruling of the Interstate Commerce Commission that was made following one of the several wrecks on the New York, New Haven and Hartford, which provided that it should not be possible to change the rails after the distant signal was passed by a train? I firmly believe that the company, and the flagman as well, place altogether too much reliance on the electric block signals, more than is good for safe railroading, for we all know of many instances where they have failed to indicate the presence of danger ahead when they should have done so.

Yours fraternally,  
PASSENGER ENGINEER.

#### Bro. Geo. Teale Receives Honorary Badge

BELLEVILLE, ONT., June 23, 1917.

EDITOR JOURNAL: At a meeting held here on June first, I was presented with the gold badge of membership in the Grand Division for having 40 years of continuous membership in the B. of L. E. to my credit, and for this honor I desire to express my sincere thanks to the Grand Officers and all the members of Division 189.

I have been in the employ of the Grand Trunk R. R. for 46 years. I am at present hauling the mail train between Belleville and Toronto, and am enjoying the best of health.

Some changes have taken place in the

railroad business during my time here. I have witnessed the change from wood to coal burners: from broad to standard gauge; and from single to double track, all of which have been important steps in the direction of improvement, and we have a railroad here today, second to none.

Again thanking you all for the receipt of the Honorary Badge, I am,

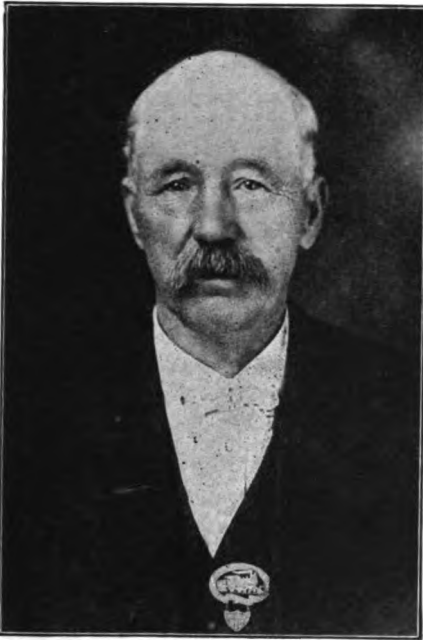
Fraternally yours,  
GEORGE TEALE, Div. 189.

#### Bro. J. R. Garner Doubly Honored

CLEVELAND, OHIO, July 10, 1917.

EDITOR JOURNAL: Bro. J. R. Garner was born on May 16, 1847, at Wilmington, Lancastershire, England, coming to America when eight years old. He began railroading as fireman on the old Cleveland, Painesville and Ashtabula Railroad, in October, 1866, the name of which road was afterwards changed to the Cleveland and Buffalo, and later to the L. S. & M. S. R. R. He was promoted in October, 1869, running in yard service for about three months, then going on the Conneaut accommodation for a year, then on freight for about four years, then back on passenger again, where he remained until May, 1917, at which time he was retired by the company, having reached the age limit of 70 years.

Brother Garner hauled the first train operated by air on the L. S. & M. S. R. R., also hauled the famous "White Mail" all the time it was being operated. This train ran from Buffalo to Chicago, and every car in the train was a mail car and was painted white. In October, 1896, the L. S. & M. S. R. R. broke the world's record for long runs, making the distance between Buffalo and Chicago, 510 miles, in 481 minutes; excluding stops, in 470 minutes and 10 seconds; average speed from Chicago to Buffalo, 64.98 miles per hour. Brother Garner had the honor of hauling this record train from Cleveland to Erie, a distance of 96½ miles, in 85 minutes, an average speed of 67.01 miles an hour with an engine having driving wheels of 6 feet diameter and cylinders 17 x 24. He also hauled the President Taft Special from Cleveland to Buffalo.



Bro. J. R. Garner, Div. 3

In his 52 years of continuous service Brother Garner had remarkable success, never having had a passenger killed on any train he hauled.

Brother Garner joined Div. 31, in 1871, transferred to Div. 3, 1881. He held the office of Chief for two terms; was delegate to the Denver convention and helped organize Div. 260 at Ashtabula, Ohio. On May 29, 1917, he was presented with a Badge of Honorary Membership in the G. I. D. for having 40 years of continuous membership in the B. of L. E. to his credit. He also received a beautiful leather chair from the members of Div. 3, as a token of the esteem in which he is held by them, all of whom agree that it is through the efforts and example of such men as Brother Garner that the B. of L. E. owes its greatest measure of success. Men of his kind who always take an interest in those about them, particularly in the uplift of the young men, are the real foundation of the B. of L. E., and their influence is far reaching for good in which the railroad company, the Brotherhood and the community in which they live liberally share. Brother Garner is enjoying excellent health, and while many along the

line will miss his familiar face at the head end of trains 32 and 35, they will feel that he is better off enjoying his well earned rest, along with the equally well merited respect of all his acquaintances which he has so long enjoyed, and which it is our hope he may continue to enjoy for many years to come.

Yours fraternally,

E. KRUSE, Sec.-Treas. Div. 3.

### Bro. E. N. Osgood Receives Honorary Badge

CLEVELAND, O., July 11, 1917.

EDITOR JOURNAL: Bro. E. N. Osgood who received his Honorary Badge on May 29, 1917, started railroading in 1864 at the age of 14 years as newsboy, on trains running between Cleveland and Columbus, and Toledo and Erie, going braking on the L. S. & M. S. in the spring of 1869 on passenger, for conductor E. D. Pape, between Cleveland, O., and Erie, Pa. This, of course, was in the days of the hand brake.

In 1871 he went firing on the same road, was promoted in 1874, and since that time has run all kinds of engines in all kinds of service for over 40 years, and has never killed or injured a passenger or an employee of the company; in fact his



Bro. E. N. Osgood, Div. 3



general record is perfectly clear, which after a service of 53 years continuous railroading is a record to be proud of.

It can also be said that Brother Osgood's record as a Brotherhood man is just as good as his record as an engineer.

Brother Osgood was relieved from active service recently on account of failure of his hearing and was appointed to the position of Smoke Inspector for the company at Cleveland, O.

Brother Osgood joined Div. 31 on August 6, 1875, later joining Div. 3, and has been a member of the Brotherhood ever since that time, and now that he has retired from active service is enjoying all the benefits the B. of L. E. has to offer to those who take advantage of them by preparing for the future, and he recommends that all members, young and old, protect themselves with the Pension and Life and Indemnity Insurance of the Brotherhood.

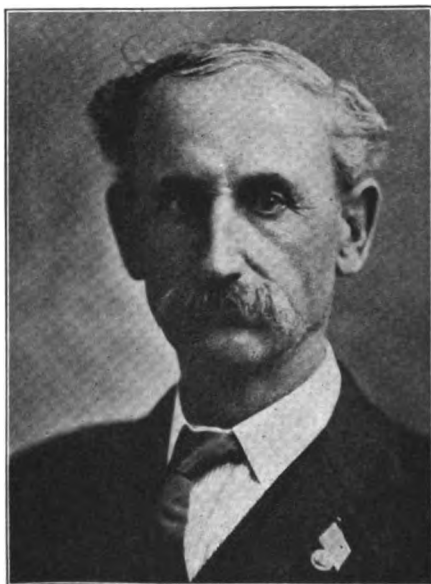
Fraternally yours,

ERNEST KRUSE, S.-T. Div. 3.

#### Bro. Chas. J. Millington, Div. 17, Retired

TRENTON, MO., June 12, 1917.

EDITOR JOURNAL: Having been recently retired from active service and pensioned by the railroad company, I will give a short sketch of my career as a railroad



Bro. C. J. Millington, Div. 17

man, hoping that it may refresh the memory of friends I have met in my travels, and whom I may not meet again.

My railroading was begun on May 1, 1868, as a helper in the car shops of the Rome, Watertown and Ogdensburg R. R., at Rome, N. Y., but before a month had passed by I went firing engine 36, for A. B. Ames. In August, 1869, I went to the N. Y. & O. M. R. R., as watchman on construction train, taking the fireman's place when he was promoted a little later. This job I held until May, 1871, when I was promoted also. I remained in the employ of that company until the pay car was six months behind time, when the company went into the hands of a receiver. We were then given "receiver's certificates" for back pay. When the pay car got three months late under the receivership, I went to work for the D. L. & W. R. R. at Utica, N. Y. I remained there until the spring of 1878, when I was asked to sign a paper to leave the B. of L. E., or leave the road inside of five days. I chose the latter, and after traveling 5,000 miles looking for work got a job running a sawmill engine at Moberly, Mo., also ran the city fire engine until I got a job on the St. L. K. C. & N. R. R. (now the Wabash). I ran there on the Omaha Line until the fall of 1884, going from there to the Missouri Pacific R. R. at Greenleaf, Kansas. On February 7, 1885, I went to work for the C. R. I. & P. R. R. at Trenton, Mo. In December, 1894, I met with an accident, was let out, and took a job on the C. & E. I. R. R. at Danville, Ill., where I remained until May of the following year, or until eighteen engineers, myself among them, were laid off. I again went to the C. R. I. & P., running out of Trenton, Mo., and when the Golden State Limited was put on I was assigned to passenger work, remaining on that run until December 31, 1909, at which time I met with a most serious accident that kept me out of service for thirteen months. When I returned to work I took a daylight run for awhile, but my vitality was getting low so I asked and received my pension on June 1, 1917. This ended my forty-nine years of railroading.

I joined Div. 152 in 1873, and while at

Stanberry, Mo., helped organize Div. 17. I have filled all subdivision offices, also served as delegate to Milwaukee, in 1900, Norfolk, 1902, and Detroit, in 1910. In 1914 I was presented with the Honorary Badge of membership in the G. I. D. and I can assure you I am very proud of what it stands for as well as the honor that goes with it, and it is a constant source of satisfaction to me as I review my railroad career to think that I have so conducted myself as to merit the honors that have been bestowed upon me.

Fraternally yours,

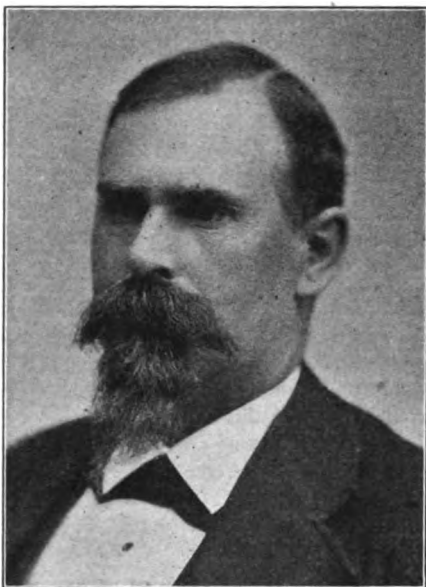
CHAS. J. MILLINGTON, Div. 17.

### **Bros. Geo. A. and E. D. Shepard Receive Honorary Badges**

PROVIDENCE, R. I., June 18, 1917.

EDITOR JOURNAL: Div. 57, B. of L. E., had the pleasure on June 17 of presenting Bros. George A. Shepard and Edgar D. Shepard with a 40 years' Honorary Membership Badges to the G. I. D.

BRO. G. A. Shepard began his railroad career as wiper on the Hartford, Providence and Fishkill R. R. at Providence, R. I., later going firing, and was promoted to engineer in 1867. In 1878 he left the H. P. and F. to take a position running an engine in



Bro. E. D. Shepard, Div. 57

the yard service of the Willimantic Thread Company, at Willimantic, Conn., which is now a part of the American Thread Co. After 36 years with that company he was retired on a pension in 1914, having rounded out 51 years' railroad service. He is 78 years of age, and while not in the best of health is up and around.

On account of his health and the long distance from Providence he has not been able to attend the meetings of late, but has always been one of our best members, and we all wish him health and happiness in his remaining years.

BRO. E. D. Shepard began his career as watchman on the H. P. and F. in the engine house at Providence, R. I., Oct. 18, 1866, went firing April 18, 1867, and was promoted to engineer Oct. 30, 1869. Like his brother he preferred yard service and ran on the road only when necessary. He has always been an untiring worker for the B. of L. E., has held many offices and has served on committees with credit to the Order. These brothers are very proud of their badges and show the true brotherly spirit for one another that brothers should. They have both seen service in the wood-burning days of which few members of Div. 57 of the present day know anything. They have seen the



Bro. G. A. Shepard, Div. 57

road they commenced on change hands from the H. P. and F. to the New York and New England, and later to the N. Y., N. H. & H.

Bro. E. D. Shepard was pensioned by the N. H. R. R. in April, 1915. He is 70 years *young*, in good health and we trust he will continue to enjoy that blessing and remain with us for many years to come.

Both brothers would be pleased to hear from any of their old-time friends who care to write to them. Their addresses are: G. A. Shepard, 96 Park street, Willimantic, Conn.; E. D. Shepard, 215 Orchard street, Auburn, R. I.

Eight members of Div. 57 have now received honorary badges.

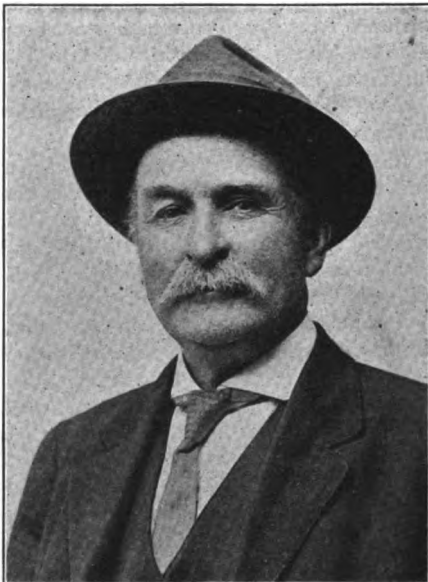
Yours fraternally,  
D. C. HORTON, Div. 57.

#### Railroad Life of Bro. L. M. Johnson

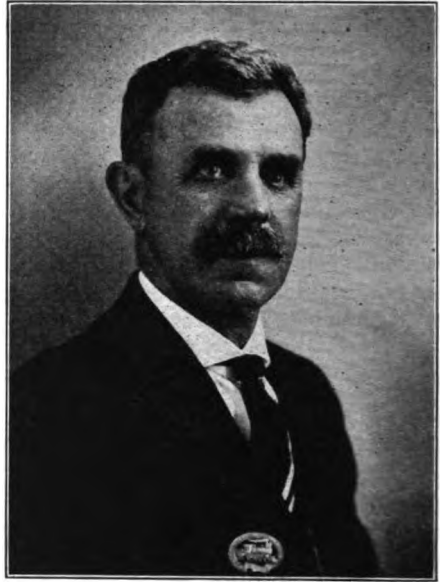
WICHITA, KANS., July 5, 1917.

EDITOR JOURNAL: Responding to several requests from the boys, I send you the following sketch of my railroad life:

I was born in Ohio, February 6, 1850, and began my railroad career August 1, 1867, as brakeman on the old M. & C. (now the B. & O. S. W.), between Cincinnati, Ohio, and Parkersburg, W. Va.,



Bro. L. M. Johnson, Div. 252



Bro. John Zingraff, Div. 179

with headquarters at Chillicothe, Ohio. I resigned in 1869 and entered service on the same line as fireman, remaining there until December, 1874, when I went to the M. P. & C., running between Marietta and Canal Dover, Ohio, until June, 1881, when I quit and took Horace Greeley's advice and came west to grow up with the country. I then entered the service of the A. T. & S. F., running out of Topeka to Atchison, Emporia and Kansas City. I remained with the Santa Fe until March 24, 1914, when the company retired me on account of failing eyesight.

I joined Div. 130 at Emporia, Kansas, June 28, 1883, and am now a member of Div. 252, Newton, Kansas.

I railroaded in all 46 years and eight months, running an engine 39 years and three months; nearly 33 years on the Santa Fe, and was in passenger service about 28 years.

Yours Fraternally,  
L. M. JOHNSON.

#### Bro. J. Zingraff Receives Honorary Badge

PARSONS, KANSAS, July 6, 1917.

EDITOR JOURNAL: Bro. John Zingraff, now a member of Div. 179, B. of L. E., at Parsons, Kansas, went firing a switch engine at the early age of 14, and was

promoted to running a switch engine at the age of 16, on the Chicago and Alton Railway.

He joined Div. 19, at Bloomington, Ill., on the 7th day of April, 1877, and was transferred to Div. 155 at Decatur, Ill., in December, 1883, being the F. A. E. of Div. 155 during the C. B. & Q. strike. He then transferred from Div. 155 to Div. 460, of Springfield, Ill., in December, 1896, and from Div. 460 to Div. 179, of Parsons, Kansas, in September, 1897, where he has held membership ever since. Brother Zingraff is a staunch Brotherhood man, is always ready to help a worthy Brother, and is always square on the Secretary-Treasurer's books. He is at present on a passenger run on the Missouri, Kansas and Texas Railway between Parsons, Kansas, and Oklahoma City, Okla., and the members of Div. 179 all wish him many more years of good health and active service for the M. K. & T. and the B. of L. E.

CURTIS PARSONS, Sec.-Treas.,  
Div. 179, B. of L. E.

### Bro. M. Miller, Div. 82, Retired

SIoux CITY, IOWA, June 13, 1917.

EDITOR JOURNAL: Bro. "Mike" Miller was born in Germany, coming to the United States in 1868. One year later he commenced to work on the C. M. St. P. & O. Railway, when its line reached only to Mankato, Minn., and in 1870 he moved to St. James, Minn., where he has lived prosperously and contentedly ever since.

Brother Miller helped build the road west from Mankato to Sioux City, Iowa, and for forty years has been in continuous service as an engineer. During all that time he has never had a wreck, or even a serious accident. This is a remarkable record when you consider that railroading in those days lacked almost everything in the way of safety appliances, excepting the vigilance of the men in the service, and our veteran Brother has reason to be proud of his record.

Brother Miller was pensioned by the company on May 1, 1917. He had retired from active service on the first of February, 1917, on account of poor health. He is also a member of the B. of L. E. Pension Association and is receiving its benefits.



Bro. M. Miller, Div. 82

It is the earnest wish of the many friends of Brother Miller on "the Omaha" that he may live long to enjoy the rest he has so well earned. Fraternally yours,  
SEC.-TREAS., Div. 82.

### Railroad Men's Home

HIGHLAND PARK, ILL., July 1, 1917.

EDITOR JOURNAL: The following donations were received at the Home during the month ended June 30, 1917:

#### G. I. A. TO B. OF L. E. DIVISIONS.

Div. 223.....	\$10 00
Total.....	\$10 00

#### SUMMARY.

Grand Division, B. of L. E.....	\$51 40
Grand Division, O. R. C.....	77 32
Grand Lodge B. of L. F. & E.....	18 60
B. of R. T. Lodges.....	100 23
L. A. to B. of R. T. Lodges.....	15 00
L. A. to O. R. C. Divisions.....	5 00
G. I. A. to B. of L. E. Divisions.....	10 00
Proceeds of a collection taken up at a joint memorial meeting held in Cranbrook, B. C., by the B. of L. F. & E., B. of L. E., O. R. C., B. R. T., G. I. A. and L. A. to B. R. T.....	
Sale of junk.....	10 25
James Costello, Div. 270, O. R. C.....	2 34
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
C. W. Herbert, Div. 608, B. of R. T.....	1 00
W. Henry Curtis, Pierceton, Ind.....	1 00
	\$295 19

#### MISCELLANEOUS.

American flag from Div. 1, G. I. A. to B. of L. E.  
Two tins of tobacco from Jos. Kerzman, of Lodge 456, B. of R. T.  
Quilt from Div. 247, G. I. A. to B. of L. E.  
Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Summer

BY HELEN W. WINSLOW

Daisies and buttercups, red and white clover,  
The fields full of you, and just running over.  
I'm wondering what the bumblebees think  
Of you, as they dip in the yellow and pink,  
And act so very queer.

Sky, scattered over with fleecy white billows,  
That looks soft enough for the stars' downy pillows,  
I'm wondering what the birds think of you  
As they soar and float in the air so blue,  
Or sing so loud and clear.

Sea, that comes dancing in over the beach,  
And waves, that keep always just out of our reach,  
With feathery spray on the top of you curled,  
You're better than all the gay toys in the world  
That break, and cannot be mended.

Bumblebees cannot express, though they try,  
And birds can't half sing it, as upward they fly;  
And though we children ought to be able to tell  
How jolly it is, yet we can't very well,  
Only summer is splendid.

### The Training of Children

The loving instruction of a mother may seem to have been thrown away, but it will appear after many days.

"When I was a little child," said a good old man, "my mother used to bid me kneel down beside her, and place her hand upon my head while she prayed. Ere I was old enough to know her worth, she died, and I was left too much to my own guidance. Like others, I was inclined to evil passions, but often felt myself checked and, as it were, drawn back by a soft hand upon my head. When a young man, I traveled in foreign lands, and was exposed to many temptations; but when I would have yielded, that same hand was upon my head, and I was saved. I seemed to feel its pressure as in the happy days of my infancy, and sometimes there came with it a voice in my heart—a voice that was obeyed—'Oh, do not this wickedness, my son, nor sin against God.'"

With children you must mix gentleness with firmness. "A man who is learning to play on a trumpet and a petted child are two very disagreeable companions." If a mother never has headaches through rebuking her little children, she shall have plenty of heartaches when they grow up. At the same time, a mother should not hamper her child with unnecessary, foolish restrictions. It is a great mistake to fancy that your boy is made of glass, and to be always telling him not to do this and not to do that, for fear of his breaking himself.

On the principle never to give pain unless it is to prevent a greater pain, you should grant every request which is at all reasonable, and let him see that your denial of a thing is for his own good, and not simply to save trouble; but once having duly settled a thing, hold to it. Unless a child learns from the first that his mother's yea is yea, and her nay nay, it will get into the habit of whining and endeavoring to coax her out of her refusal, and her authority will soon be gone.

Happiness is the natural condition of every normal child, and if the small boy or girl has a peculiar facility for any one thing, it is for self-entertainment—with certain granted conditions, of course.

One of these is physical freedom and a few rude and simple playthings.

Agreeable occupation is as great a necessity for children as for adults, and beyond this almost nothing can be contributed to the real happiness of a child.

"I try so hard to make my children happy!" said a mother, with a sigh, one day, in despair at her efforts.

"Stop trying," exclaimed a practical friend at her elbow, "and do as a neighbor of mine does."

"And how is that?" she asked, dolefully.

"Why, she simply lets her children grow and develop naturally, only directing their growth properly. She has always thrown them, as far as practicable, upon their own resources, taught them to wait upon themselves, no matter how many servants she had, and to construct their own playthings.

"When she returns home from an absence, they await but one thing—their mother's kiss. Whatever has been bought for them is bestowed when the needed time comes. Nothing exciting is allowed to them at night, and they go to bed and to sleep in a wholesome mental state, that insures restful slumber.

"They are taught to love Nature, and to feel that there is nothing arrayed so finely as the lily of the field, the bees and the butterflies; that there is nothing so mean as a lie, nor anything so miserable as disobedience; that it is a disgrace to be sick, and that good health, good teeth, and good temper come from plain food, plenty of sleep and being good."

In order to thrive, children require a certain amount of "letting alone." Supreme faith in the mother, few toys, no finery, plain food, no drugs and early to bed are the best things for making them happy. — *The Quiver*.

### Wealth a Blessing

Poverty is the greatest enemy to human happiness. It destroys liberty, faith and hope; it lowers man in self-respect, and when man loses self-respect he has lost all.

Poverty blights communities, families and unborn children. We can see so much poverty and distress where children are

born with no chance, growing up with no hope, and see the grown-ups dwarfed and underfed, completely down and out.

The relation between poverty and disease is unquestioned, and the death rate among the poor is five times that among wealthy. Crime begins in poverty, and in criminal classes the poor predominate over the rich.

Poverty weakens moral restraint, by urging on the plea of necessity to desperation. The ranks of prostitution are recruited from among the daughters of the poor. A verified court record shows thousands of these girls separated from home influences at an early age, simply because they must work. They are not protected, and are uneducated, and because of their sheer inability to keep soul and body together they take the easiest way.

I believe an incident of this kind is recalled by each of us in the case of the young woman murdered at the Deshler Hotel, in Columbus, O. She said she "could not keep in the straight and narrow on seven per."

Accumulation of wealth makes possible a remedy for these evils of poverty, by giving shorter hours of labor, better wages, and more leisure to all mankind.

Credit and admiration must be given the millionaires who perform the greatest service to the nation by giving us fresh air funds, charities, playgrounds and nurseries, and by bequeathing such institution as Johns Hopkins, Packer, Cornell and many others, to say nothing of the free libraries established throughout the country.

This is a noble use of wealth, and does more for developing character and making upright men and women of children of the slums than anything else.

It is true wealth entails almost more labor and anxiety than poverty, but it adds to the comforts of life, and is an advantage in the hands of men, when poverty is only a curse. Such comforts as good homes, schools, churches, warm clothing, nutritious food and means of travel flow from wealth. When we have these comforts we are happy, and if we are happy we are bound to be good.

With money we have the ability to rest

when weary in body or brain, and above all independence of thought. That money is of high importance was recognized even by the ancient Carthaginians. They would allow no one to hold office in the state unless he was wealthy. This was also recognized by our ancestors, for George Washington, father of this country, was wealthy, and today we look to persons of wealth, character and distinction before we select our higher officials.

Some are inclined to think this is not the case, but many of our prominent men are wealthy, and three of our best and perhaps greatest Presidents, Jefferson, Roosevelt and Wilson, were rich men's sons.

Helen Gould Shepard, Mrs. Belmont, Mrs. Vanderbilt and Ann Morgan, by their own characters and their loyalty to the poor, have proven to us that wealth above all things gives character, standing and respectability in this country.

LUSETTA SCOTT.

#### Twenty-Seventh Anniversary

Div. 62, Cleveland, O., celebrated its 27th birthday on June 19, in the regular meeting place. We were delighted to have with us as guests of honor, Sisters Cassell and Garrett from the Grand Office. The Presidents of Divs. 32, 147 and 546 were also present as invited guests with many of their members. The hall was artistically decorated with American flags, flowers and potted plants.

A beautiful basket of pink peonies conveyed the greetings of Div. 546, a number of whose members were formerly members of 62.

Our President, Sister King, sounded the gavel at 10:30 a. m. and we were off for a day of pleasure.

During the day an applicant was balloted on and two candidates were initiated. Div. 147 brought a wonderful birthday cake, candles and all, and presented the same with best wishes for many happy returns for Div. 62. Sisters Cassell and Garrett each gave interesting talks and the visiting Presidents extended greetings.

The following poem composed and read by Sister Cassell was very much appreciated:

#### GREETINGS TO DIV. 62 ON THEIR 27TH ANNIVERSARY

You've reached the twenty-seventh milestone  
Of Division Sixty-two,  
With lots of joy and pleasure,  
And of tears you've had a few.

The many years have passed by swiftly  
Since first this link was started;  
You've taken Sisters in the fold,  
And from Sisters you have parted.

Let us tarry here a moment,  
And look backward o'er the way,  
We will scan the years behind you  
And hear what they have to say.

"In these twenty-seven years  
You've always stood the test,  
Ever pressing onward,  
You've ranked among the best.

At all times you've been ready  
To respond to our good cause,  
Bearing hope to needy Sisters,  
Thus responding to our laws.

With the widow in her sorrow,  
And the orphan you have stood  
Throwing 'round them all the blessings  
Of this splendid Sisterhood."

With this record to your credit,  
May no inharmonious voice  
Bring dissension in this unit  
Of the Order of your choice.

As the past, so be your future,  
Raise the standard up on high;  
Let our motto be your safeguard,  
On its strength you may rely.

So accept congratulations,  
As you celebrate today;  
Happy that I can be with you  
And my homage to you pay.

Sincere greetings now I bring you,  
And may heaven's brightest ray  
Shine upon and linger with  
This golden link of the G. L. A.

The entertainment committee treated us to a short program, and the dancing and singing of little Edith May Wells was very artistic and pleasing.

Sister Bosworth, as Prof. Slatts, presented ten members of 62 in a pipe organ solo, which evoked peals of laughter. The crowning event of the day was the original farce, entitled, "The Convention of 1915." Twenty-five of the Sisters took part in this, and it was a scream from start to finish. A bountiful dinner and supper was served, one table being reserved for the Grand Officers, Presidents and charter members. The favors at this table were tiny glass baskets filled with flowers. Merian Woodruff sang America,

the company joining in the last verse, and as night drew near we went home tired but happy, feeling that we had truly come to the end of a perfect day.

COR. SEC.

### Our Flag

(Flag Day, June the 14th)

"Your flag and my flag,  
And how it flies today,  
In your land and my land,  
And half a world away."

As I turn and see the Stars and Stripes waving everywhere, I am proud to know that it waves over the meetings of Div. 132.

On April 24th, we celebrated our Flag day with members of Divisions 239 and 258 as guests. Each member was presented with a small flag as a souvenir.

The large flag was carried to the President's station, where in most beautiful words it was presented to the Division by Sister Pettingill, and in equally appropriate words it was accepted by the President, Sister Collie.

"Your Flag and My Flag" was then recited, after which the flag was given the national salute.

Sister Pettingill also presented Sister Collie with an ornament of an English bulldog, on account of her British ancestry, thinking she would know its meaning "We hold all we have," but Sister Collie's memory failed, and thought it was on account of her suggestive name. Sister Pettingill found her joke turned on herself, and the afternoon ended in great merriment, and so may it ever be; through the rifts in the clouds may we ever see the sunshine behind them, and know that God works all things for good, and may it not be long before there will be "peace on earth, good will to man."

SEC. DIV. 132.

### Meeting at Baltimore, Md.

Div. 110, Baltimore, entertained the 28th Circuit Meeting in Odd Fellows Temple on June 20th.

A number of sisters were present from Divisions 172, 115, 490, 111 and 310.

Sister Murdock, our Grand President, could not be with us owing to a previous

engagement, and most kindly sent Sister Cassell in her place. Dear Sisters, when I say delighted, it does not half express our pleasure, for Sister Cassell holds a warm spot in the heart of the members of this Division, she being the mother, as we call her, of 110. Sister Murdock must surely have known that next to herself no one could have pleased us better. She gave a splendid talk on the silver anniversary fund and explained how much good it has done even in this early stage of its existence. We are all sure that Sister Murdock has a worthy second in Sister Cassell.

At this meeting we had the pleasure of initiating the bride of Brother Fry, one of the pioneers of the B. of L. E. All sisters present went to luncheon at the noon hour, and in the evening Sister Hall entertained Sister Cassell and quite a number of our members to supper. After spending a pleasant evening good-byes were said and the Circuit meeting was at an end.

The next one will be held in Alexandria, Va., on October 2d, with Div. 490.

J. B. S.

### School of Instruction

A school of instruction was held in Albany, N. Y., with Divisions 88 and 358. The meeting was held in the Eastern Star Chapter House, and it was a great pleasure to have with us our Grand President Sister Murdock and Assistant Grand Vice Presidents Sisters Cook and Miller.

Twenty Divisions were represented, and as Sister Murdock addressed the assembly it was plain to be seen that all were pleased to be there and have the opportunity to enjoy the day with the Grand Officers and Sisters.

A collection was taken up for the Silver Anniversary Fund, and a very neat sum was realized.

The school of instruction closed after a successful day, and we were well pleased with our days work. PAST PRES. 358.

### New England Meeting

The fourth New England union meeting was held in Pythian Temple, Port-



land, Me., with Div. 259, June 1. Fifteen Divisions responded at roll call; 13 Presidents in attendance and over 200 members, our Grand President, Sister Murdock and A. G. V. President Sister Cook, being with us.

All work of the Order was exemplified by different Divisions, officers being dressed in white, all doing good work. A memorial service was given by Div. 259, for Sisters who had passed on during the year.

The memorial address, by Grand President Sister Murdock, will be remembered by all who were present. Solos were given by Sister Grant, Div. 259, and poem by Sister Carter, Div. 259. Sister Murdock and Sister Cook were given gold pieces by Div. 259, and our President, Sister Paige, was given a bouquet of pinks by members in memorial drill.

Dinner was served at noon and lunch at close of meeting. Both Sister Murdock and Sister Cook gave very interesting talks on the growth of our Order and how much good could be done with peace and harmony dwelling in all Divisions. Much credit should be given to our musician, Sister McLean, who received many compliments. We closed our fourth New England meeting at 6 p. m., and in the evening our visitors were well entertained by our Sisters with music, readings and a farce entitled, "Bargain Day."

The following poem, by Sister Waterman, Div. 259, was recited by Nellie Dunham:

There are some things we always welcome,  
We sing of the flowers in May,  
There are days that we hail with rejoicing,  
Thanksgiving, July 4th and payday.

There is joy at the first berry shortcake,  
And a supper's not scorned, so they say,  
When extended to Division 40,  
By our 259 G. I. A.

We welcome the friends of our Order  
And our Sisters who join us tonight,  
Mrs. Cook, our friend, helper and teacher,  
We always greet her with delight.

But of people we're all glad to welcome  
There is one who leads all the rest,  
She's a woman of wonderful talent,  
She's our nearest and dearest and best.

She's the brightest star of our Order,  
She is loved all over our land,  
We extend our best welcome to her,  
Mrs. Murdock, our President Grand.

We hope to have the pleasure to again welcome the Sisters in the future; such meetings tend to promote sociability and good will among all Divisions, and Sisters who attend are always encouraged to do better work in their home Division. We will look forward to our fifth New England meeting, October 31, with F. S. Evans Div. 99, and we hope again to have the pleasure of meeting the Grand President and our Sister Cook, who is such a help to all Divisions.

MRS. L. P. NIELSON, Sec. 259.

### The Power of Imagination

Above all people, physicians understand the power of imagination over real or fancied ills, and in their confidential moods they tell many strange stories of cures effected by bread pills and licorice water. A striking illustration of this power was shown during a very cold day in last January on a railroad train coming into Philadelphia.

In one of the cars were seated a man and his wife, who were evidently enjoying themselves very much, while the rest of the passengers were growling because the fire in the stove had been allowed to die nearly out.

"It's a great thing, Jane," said the man, stretching out his feet upon a wooden rail underneath the seat in front of him, "this heating cars by steam."

"So it is," said Jane, as she also placed her feet on the wooden bar. "I'd no idea it was so comfortable."

"Oh, I had," rejoined her husband, complacently. "I read in the papers that it was a great success, and so it is."

Heated in this imaginative manner, the pair rode into the city in true comfort, and there is no doubt that they were just as warm as they thought they were.

### An Odd Punishment

It is believed, by those people who have had it, that the toothache is the most agonizing of all ills, and we have the high authority of Shakespeare for saying that "there never was yet philosopher who could endure the toothache patiently."

It is such a little thing to cause so much

trouble, and the pain is so persistent as to seem malicious. In fact, the sufferer actually hates the tooth, and instances have been known where people have ground the offending molar under foot—after it was out, of course.

The hero of the following anecdote had a novel idea of revenge for the toothache:

A tall, lanky young man came into a dentist's office, one day, and told him he wanted a tooth pulled.

"Certainly," said the dentist, with the pitying expression dentists always assume on such occasions. "Take this chair. I will have it out in a second."

"Hold on!" exclaimed the victim. "Don't go so fast. Pull it a little, and then ease up. Don't pull it all at once."

"But, my dear sir," remonstrated the dentist, "that will cause more pain."

"That's what I want," replied the youth. "I want to *punish* the pesky thing. It's been punishing me for a month."

### Where Young Ideas Shoot

It was in a Cleveland school where most of the children are foreign-born. Palmy tells us the story. It seems that they vaccinated the kiddies in the first grade a few days ago. One little fellow was unusually hard to manage. He stood the operation all right, but he twisted and squirmed while the nurse tried to put the dressing on the little arm. Finally she said:

"I do believe you're ticklish!"

"No," he replied, looking up seriously. "I'm Polish."

And that may be called a sister story to another one of Palmy's—Palmy is a gold mine of melting pot anecdotes. It is the custom just now to teach words in "families." There is the "ing" family and the "ight" family, and the "ill" family, and so on. "Well, this happened to be the day for the "ish" family. The teacher called for words.

The first youngster gave "fish," which of course, was very good. The second offered "dish." Then a kid waved his hand and shouted:

"I know a fine big one. 'Ish-ka-bibble!'"—*Cleveland Plain Dealer*.

### An Accomplished Girl

It is a common complaint among people who engage girls for domestic work that they promise everything and do nothing. Many a housewife has been almost driven to distraction because her "new girl" could neither bake, wash nor iron in a satisfactory manner, although she came highly recommended. It must have been an agreeable relief to encounter a girl who made no pretensions as in the following anecdote:

A young Norwegian girl, after a two-days' sojourn in Castle Garden, secured a situation on trial. In attempting to acquaint the girl with the character of her new duties, the lady of the house was amazed at her ignorance. She could neither cook, wash, iron, sweep—in fact, it seemed as if she could do nothing but eat and sleep.

Finally in despair the lady asked:

"Is there *anything* you can do?"

"Oh, yes!" answered the girl, with brightening face.

"What is it?"

"I can milk reindeer!"

### A Railroad Man's Prayer

An old railroad man, having been converted, was asked to lead in prayer. The following was the response: "Oh, Lord, now that I have flagged Thee, lift up my feet from the rough road of life and plant them safely on the deck of the train of salvation. Let me use the safety lamp, known as prudence; make all the couplings in the train with the link of Thy love, and let my hand-lamp be the Bible; and, Heavenly Father, keep all switches closed that lead off the sidings, especially those with a blind end. O Lord, if it be Thy pleasure, have every semaphore block along the line show the white line of hope that I may make the run of life without stopping. And, Lord, give us the Ten Commandments for a schedule; and when I have finished the run on schedule time and pulled into the dark station of death, may Thou, the Superintendent of the Universe say, 'Well done, thou good and faithful servant; come and sign the payroll and receive your check for eternal happiness.'"

### Memories of Childhood

BY M. H. UNDERWOOD

Let me go once more to the dear old farm,  
Let me wade its babbling brook;  
Let me catch again the evening's charm  
As I fished with rod and hook.

I would roam its meadows where blooms the rose,  
Its forests where echoes stray;  
In its cooling shade I would repose,  
There to dream of a future day.

I would kneel again at mother's knee,  
I would hear her sweet "good night,"  
I would list to her prayer "From dangers free,  
Keep my boy in the paths of right."

O blissful words; through life my stay;  
A guide when cares befall;  
They lifted me up—showed life's best way—  
On life's sea a warning bell.

I would stand again on the knife-hewn bridge,  
Read the names recorded there;  
Some have won a name, their childhood's aim,  
Some engulfed by toil and care.

Dear childhood's hours, to mem'ry dear!  
Fa'r shore to a mystic sea;  
There in fancy we ride with only cheer,  
Happy hearted, hopeful, free.

Sweet childhood's days come back to me!  
Alas, thou art gone for aye;  
The river ne'er returns in its course to the sea,  
Then guard well each passing day.

—*Modern Woodman Magazine.*

### Past Presidents' Club

Parlor Number One of the Past Presidents was organized in Los Angeles, Cal., about five years ago, meeting once a month at the homes of members, where a luncheon is served by the hostess.

After the luncheon a business meeting is held. The June meeting was held at the home of Sister Bilderback, of Div. 392, assisted by Sister Elliott. At the present time we are very enthusiastic over the union meeting to be held here in July, the plans of which are being perfected, and a fine time is expected.

The next parlor meeting will be held in Hollywood, with Sister Roy Stearns—Sisters Kimball and Lewis assisting.

PRESS COR.

### The President's Personal Flag

Whenever the Chief Executive of the nation is aboard the Presidential yacht "Mayflower," a special flag is flown from the stern. The field of this flag is blue, and in the center is emblazoned the seal

of the United States. Four large stars, one in each corner, distinguish it from the regimental flag of the War Department, which is somewhat similar in appearance.

Three Presidents of the United States—Presidents Arthur, Taft and Wilson—have approved designs for personal flags to be used as a token of their presence on any naval vessel. In the design recently adopted by President Wilson, the seal has been slightly changed from the regulation seal. The eagle clutches an olive branch in one talon and a bundle of arrows in the other, as ordinarily, and the shield is the same. Close observers will note, however, that in the new flag the noble bird faces to the right, instead of to the left, and that the historic phrase, "*E pluribus unum*," is not divided as on silver coins.—*Queens' Gardens.*

### Notices

Division 82 will hold a circuit union meeting in Scranton, Pa., Friday, Aug. 10. All Sisters are cordially invited to be with us. SEC. DIV. 82.

We are informed that two women, giving the names of Mrs. Lyon and Dr. Gray, are visiting our G. I. A. Divisions, introducing some remedy and representing themselves to be intimate friends of Sister Murdock.

They obtained one of our directories from an Iowa Division, and this is to warn all Divisions that they are unknown to our Grand President, and are using her name without authority.

### Membership, Quarter Ending July 1, 1917

Total membership April 1, 1917.....	25,970
Total number admitted during second quarter .....	468
Total number forfeited during second quarter by death, withdrawals, transfers and suspensions.....	333
Total gain during second quarter.....	125

Total membership July 1, 1917..... 26,105

Respectfully submitted,

MRS. EFFIE E. MERRILL, Grand Sec.

### Division News

DIVISION 346, Montreal, Canada, on June 29th, visited Div. 269, Brockville, Ontario. We were met at the station by Sisters

Pierce, Glendenning and Peacock. Dinner and tea were served at the City Hall, and a special meeting was held in the afternoon in the B. of L. E. hall. A most enjoyable concert was given in the same hall in the evening. We were entertained over night at the homes of the Brockville Sisters, who gave us the kindest of welcome.

These meetings go a long way towards mutual understanding, and furthering the interests of our Order. COR. SEC. DIV. 346.

DIVISION 487, Michigan City, Mich. has been slow in writing to the JOURNAL, but we take this occasion to let our sister Divisions know that we are in a prosperous condition and have many good social times. A recent one was when we entertained all wives who were eligible to join our Order. We met in our hall where a delicious luncheon was served, followed by a splendid program of music and recitations. Like all of our social functions, guest night was up to the standard and proved enjoyable. PRES. DIV. 497.

DIVISION 396, Sherman, Tex., was entertained at dinner on June 14, by Sister Heim, President. The entire day was one of pleasure, and Sister Heim's hospitality will never be forgotten. SEC.

DIVISIONS 508 and 46, Denver, Colo., gave a farewell surprise party at the home of Sister Chas. Law, in honor of Sister F. Hinchcliff, who has gone to make her home at Colorado Springs. Sister Sparlin favored us with several musical selections, and Sister Searle gave a reading entitled "Smiles," which was quite appropriate for the occasion.

Sister Searle, President of 508, then presented Sister Hinchcliff with a white ivory toilet set in a leather case; this took her so by surprise that it was difficult for her to express her thanks. We will miss Sister Hinchcliff greatly, and it is hard for her to leave so many faithful friends after her many years here of successful work. We feel that her place will not be filled soon.

These being patriotic times the Sisters were given slips of paper and asked to make as many words as possible out of

the words "American Flag." Sister Law won the prize, a silk flag, by making 54 words.

Refreshments were served, and at a late hour the guests bade farewell to Sister Hinchcliff, and thanked Sister Law for her hospitality. COR. SEC. DIV. 508.

THE Brothers of Div. 576, Hillyard, Wash., recently did a kind act, at the investigation of Mrs. J. M. Scherer, a trustee for the Edgecliff Tuberculosis Sanatorium, who placed before the Division the necessity for a new wheel chair to be used by patients, and they immediately gave an order for the amount necessary for the purchase of the same.

I trust that each G. I. A. and B. of L. E. Division having any money to spare will follow the example of Div. 576, and remember the poor dependent ones about them. DIV. 327.

THE annual eucher and dance given by Div. 346 in Victoria Hall, Westmount, Can., was well attended. Bro. Frank Everett, of Div. 510, Moose Jaw, made and donated a very handsome electric lamp for the first prize, which was won by Mrs. Adair, organist of St. Henry Methodist church. The second prize, a dainty brooch, was won by Miss McCoy. A box of cigars was captured by Brother Broderick of Div. 89, while Bro. G. Dade, coming in a close second, also won cigars.

Brother Broderick's son won the third prize, a pair of cuff links. Sister R. Kell, one of our Past Presidents, donated a hand painted cushion, her own work, which was chanced off and from which a neat sum was realized. Bro. G. Kell then read an address and presented two handsome chairs to Bro. J. Biggs and wife, the same being gifts from Div. 89, in appreciation of the valuable services of Brother Biggs, who is Past Chief of the Division. This was a big surprise and when the Past Chief's badge was pinned on his coat, he wondered what else was coming his way. After sitting in the chairs to see if they were comfortable he made a short acknowledgment of thanks, which was heartily applauded. Dancing followed and all were delighted with the results of the entertainment. After all expenses

were paid we realized the sum of \$130, with which to carry on the good work.

COR. SEC. 346.

DIVISION 365, Moose Jaw, Sask., Can., has been a busy one for the past six months, with many social functions and real earnest work.

The ways and means committee deserve special mention for their untiring efforts to increase our funds. A whist party, given a short time ago, was a successful affair; these hours of social enjoyment help to promote a spirit of good-fellowship among the members. However, we do not devote all of our time to social affairs, our Order having deeper meaning for us. A great deal of attention is paid to ritual work, and the attendance is good.

Our President has offered a prize to the officer and member coming the most regular this year, and this little plan is working well.

We meet once a week to knit for the soldiers. A number of boxes of socks have been sent overseas direct to the men in the trenches, and many letters of thanks have been received. This part of our work has been handled very successfully, with splendid harmony prevailing. We are looking forward with pleasant anticipation to a promised visit from our Grand President, Sister Murdock.

SEC. DIV. 365.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Aug 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than July 31, 1917.

#### SERIES A

ASSESSMENT No. 334

Cranbrook, B. C., May 26, 1917, of asthma, Sister Mary Callahan, of Div. 473, aged 57 years. Carried one certificate, dated Feb., 1909, payable to Selkirk Div. 473.

ASSESSMENT No. 335

Corning, N. Y., May 29, 1917, of hernia, Sister Jennie Gillett, of Div. 23, aged 53 years. Carried two certificates, dated Feb., 1901, payable to Floyd Gillett, son.

ASSESSMENT No. 336

Escanaba, Mich., June 7, 1917, of pneumonia, Sister Mary Golden, of Div. 229, aged 67 years. Carried

two certificates, dated April, 1898, payable to Wm. Golden, son, and Nellie Dunn, daughter.

ASSESSMENT No. 337

Baltimore, Md., June 9, 1917, of Bright's disease, Sister Mary Reilley, of Div. 110, aged 57 years. Carried one certificate, dated April 1907, payable to P. F. Reilley, husband.

ASSESSMENT No. 338

Mauch Chunk, Pa., June 11, 1917, of diabetes, Sister Emma J. Koons, of Div. 80, aged 53 years. Carried two certificates, dated June, 1906, payable to Horace Koons, husband.

ASSESSMENT No. 339

Elkhart, Ind., June 12, 1917, of cancer, Sister Sarah McQueen, of Div. 143, aged 67 years. Carried two certificates, dated March, 1894, payable to Grand Div. G. I. A. and Cora Smith Div. 143.

ASSESSMENT No. 340

Philadelphia Pa., June 16, 1917, of cancer, Sister Ella Snyder, of Div. 253, aged 51 years. Carried one certificate, dated July, 1906, payable to Theodore Snyder, husband.

ASSESSMENT No. 341

Lima, O., June 18, 1917, of nephritis, Sister Hattie Fry, of Div. 373, aged 41 years. Carried two certificates, dated Feb., 1913, payable to Roscoe Fry, husband.

ASSESSMENT No. 342

Hoboken, N. J., June 18, 1917, of diabetes, Sister Annie McCathern, of Div. 33, aged 62 years. Carried one certificate, dated Jan., 1914, payable to Whitfield McCathern, husband.

ASSESSMENT No. 343

Elkhart, Ind., June 21, 1917, of sarcoma of liver, Sister Catherine Buntin, of Div. 143, aged 59 years. Carried two certificates, dated June, 1900, payable to Charles Buntin, husband, Della Buntin, daughter.

ASSESSMENT No. 344

Eldon, Ia., June 25, 1917, of Abscesses, Sister A. C. Rapp, of Div. 220, aged 60 years. Carried one certificate, dated March, 1897, payable to A. C. Rapp, husband.

ASSESSMENT No. 345

Peoria, Ill., June 26, 1917, of goiter, Sister Margaret Mousley, of Div. 10, aged 49 years. Carried one certificate, dated April, 1915, payable to Frank Mousley, husband.

ASSESSMENT No. 346

Altoona, Pa., June 27, 1917, of cancer, Sister Mary Lynch, of Div. 501, aged 50 years. Carried two certificates, dated Nov., 1911, payable to George W. Lynch, husband.

ASSESSMENT No. 347

Pensacola, Fla., June 17, 1917, of erysipelas, Sister Ida Myers, of Div. 225, aged 53 years. Carried two certificates, dated May, 1907, payable to James, Geo. and Clem Myers, sons.

Members will pay their Insurance Secretaries on or before July 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 288A and 289A—11,921 in the first class, and 6,331 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### AIR PUMP

**Q.** Suppose the steam pipe was connected to the exhaust connection of an air pump, would the pump operate?

K. J. J.

**A.** Assuming the piston at the lower end of the cylinder and the main valve in its position at the left, the piston would make a stroke up and stop. Again, assume the piston at the lower end of the cylinder, and the main valve in its position at the right, the piston would not move. In either case the main valve would be lifted from its seat and steam would blow at the exhaust.

### CAUSE FOR PUMP SHORT-STROKING

**Q.** In June issue of the JOURNAL R. D. C. had an eleven-inch pump that "short-stroked," and while the answer given was correct, I would like to add my experience with a pump that acted in this manner. It was some time before I located the trouble, and then found it in the equalizing port in the reversing valve chamber cap. Where this port becomes stopped up with carbonized oil it would unbalance the reversing valve rod and cause the pump to short-stroke. I have seen this port so small that a point of a pencil would not enter. T. H. R.

**A.** Your reason for the pump short-stroking is a new one to the writer, and for further information tests were made with the port referred to completely closed, but the pump did not short-stroke. Allow me to suggest that you plug the port in the cap nut of one of the pumps that gave trouble, and learn if any difference is found in the working of the pump.

### THE EFFECT OF MAIN RESERVOIR PRESSURE IN OBTAINING PROPER BRAKE-PIPE PRESSURE

**Q.** Will you please answer the following question in the Air-Brake Department of the JOURNAL: Here some time ago I

had a train with heavy brake-pipe leakage; could not get seventy pounds pressure, and the inspectors claimed the trouble was on the engine. Our roundhouse man was called out to test the engine, and all he did was to screw down the pump governor, and we finally got the pressure to seventy pounds.

Now, what I would like to know is, how did changing the adjustment of the pump governor cause an increase of brake-pipe pressure? I have always understood that the pump governor regulated the pressure in the main reservoir, while the feed-valve controlled the brake-pipe pressure, and if my understanding is correct, how were the above results obtained?

YOUNG RUNNER.

**A.** Your understanding of the duty of the pump governor and feed valve is correct, and that these parts were properly adjusted, may be known before coupling engine to train. The pressure obtained in the brake pipe is dependent upon the adjustment and capacity of the feed valve, and the capacity of the feed valve is dependent upon its condition and the pressure carried in the main reservoir. The feed valve, like all other forms of reducing valves, will begin to close as the brake-pipe pressure approaches the point of its adjustment, and the amount it will close is largely dependent on the fit of the supply valve piston in its bushing and the opening past the regulating valve. In the case you mention, it is evident that the brake-pipe leakage, at some pressure less than seventy pounds, was greater than the capacity of the feed valve for the main reservoir pressure carried. By increasing the main reservoir pressure (the driving head), a greater amount of air passed through the supply port of the feed valve, consequently the brake-pipe pressure increased to the desired amount. When charging a train, the condition of a feed valve may be learned, in a general way, by noting the speed of the pump in maintaining the main reservoir pressure; meaning, where the main reservoir pressure is maintained with the pump working at a moderate speed, while the train is charging, the feed valve needs attention.

## DEFECTIVE PUMP GOVERNOR

**Q.** Will you kindly answer the following question. My engine is equipped with the G-6 equipment, and we have a duplex pump governor. The low pressure top was adjusted at 100 pounds, while the high pressure top was adjusted at 130 pounds, and heretofore the governor had always stopped the pump at these pressures, but here the other day something went wrong with the governor, and I have been unable to learn the trouble, so will put the proposition up to you for an answer. Here is the way the pump acted: When steam was turned on the pump would start and continue to work until the main reservoir pressure went up to 130 pounds, and then the pump would stop, and would not go to work again until the main reservoir pressure dropped back to 100 pounds, when again it would go to 130 pounds and then stop, and this action continued throughout the trip. Of course, this condition indicated a defective governor, but what was the defect, and why did the pump stop at the pressure at which the high pressure top was adjusted and go to work at the pressure at which the low pressure top was adjusted? I might add that air commenced to blow at the little port in the neck of the governor when the main reservoir pressure reached 100 pounds. **M. N. B.**

**A.** For the governor to stop the pump it is necessary to have a sufficient air pressure above the governor piston to force it downward, thereby seating the steam valve, shutting off steam to the pump. In the case you mention, it is evident that this pressure was not obtained until the pin valve in the maximum or high pressure head was unseated. The probable reason for this is, that the air escaped past the governor piston and out the vent port as fast as it came past the pin valve in the minimum or low pressure head; therefore, the piston and steam valve would not be moved, and the pump would continue to work until the main reservoir pressure reached the adjustment of the high pressure top, when, its pin valve being unseated, would allow a further flow of air to the chamber above the piston, thus forming a sufficient pressure on the piston to seat the steam valve.

The steam valve remaining closed after the pin valve in the high pressure top again seating; that is, after the main reservoir dropped below 130 pounds, would indicate a closer fit of the piston in its cylinder, when in its lower position.

## DRIVER BRAKE PISTON TRAVEL

**Q.** Please answer the following question. My engine has the No. 6 E-T equipment, and I would like to ask what is the difference in braking power on the two sides of the engine where the driver brake piston travel is not the same on both sides? It frequently happens that the piston travel in one cylinder is as short as four inches, while the other may be eight or ten inches, and I have often wondered where this condition existed if the braking power was the same on both sides of the engine? **J. K. M.**

**A.** The braking power obtained in an application of the brake is not dependent upon the piston travel, but rather upon the power developed in the brake cylinders multiplied through the brake levers; and this, in turn, is dependent on the air pressure per square inch on the brake piston. It is no doubt understood that the air pressure is the same in each driver brake cylinder, as both are connected to the distributing valve through the same brake cylinder pipe; therefore the power created in each cylinder will be the same, consequently, the braking power will be the same on both sides of the engine. If, however, the travel is such as to allow the piston head to strike the cylinder head before the brake shoes are bearing against the wheels with a pressure that should be obtained for the reduction made, then of course the braking power will be affected. With the E-T equipment, the pressure developed in the brake cylinders, for a given reduction, is not affected by piston travel, as with this type of brake the air used in the brake cylinders comes from the main reservoir, and the pressure obtained is governed by that in the application cylinder and chamber in the distributing valve, which are fixed volumes and not affected by piston travel. With the triple valve type of brake we have a different proposition, as here the

triple valve measures a given quantity of air from the auxiliary reservoir to the brake cylinder, and it follows that the larger the volume—the longer the piston travel—this measured quantity of air is allowed to expand into, the lower will be the pressure obtained. That brake-cylinder pressure is not affected by piston travel with the E-T equipment should not be taken as an excuse for permitting long travel, as where this condition exists the brake will be slower in applying and releasing and a greater amount of air used each time the brake is applied.

#### LOCOMOTIVE BRAKE FAILS TO APPLY

Q. I have a question on the E-T equipment that I would like to have answered through the JOURNAL. I had an engine the other day, and the brake worked O. K. leaving the terminal, but later in the trip it would not apply with either the automatic or independent brake valve. When either brake valve was moved to application position and then moved to running position, there would be an exhaust of air at the back of the automatic brake valve, but the engine brake would not apply. I examined all pipes carefully but could find no leakage. Now where was the trouble?

J. N. M.

A. With the E-T type of brake, the air used in the brake-cylinders of the locomotive comes from the main reservoir, and assuming that main reservoir air was bad at the distributing valve, if the brake would not apply, it is evident that the application parts of the distributing valve did not move to application position. In an automatic application the trouble may be due to a defective condition of either the equalizing parts or the application parts of the distributing valve, as both parts must operate; but in an independent application the equalizing portion takes no part in the application. This points out that the application portion was at fault. Again, the exhaust of air at the automatic brake valve when the handle was returned to running position tells us that air entered the application chamber and cylinder, and should have moved the application parts to application position. This leaves us to find a cause for the application parts not moving, which may

be due to high friction, but more than likely is due to a broken exhaust valve holding the application parts in release position. It sometimes happens that where this valve breaks, the parts will catch in the exhaust ports and prevent the piston moving, which of course will prevent the brake applying.

#### ADJUSTING PUMP GOVERNOR

Q. I was recently assigned to an engine equipped with the E-T brake and would like to ask a question on the pump governor. The governor on this engine is somewhat different than the double governor we have on our older engines, as one of the tops has two air-pipe connections, while with the governor on older engines there is but one air pipe to each top. Now the question is: how does this new governor work? what is the object of the extra pipe, and how would you proceed to adjust this type of governor?

R. G. H.

A. The governor you refer to is known as the S-F type, and is adjusted in much the same manner as other types of duplex governors.

It is no doubt understood that the duty of the pump governor is to regulate the pressures desired in the main reservoir by controlling the action of the pump at these pressures. When the automatic brake-valve handle is in either release, running or holding positions, the excess or low-pressure top controls the pump; while in lap, service or emergency positions the maximum or high-pressure top controls the pump. The upper pipe connection to the low-pressure top comes from the feed valve pipe, and it is through this pipe that feed valve pipe pressure comes to the chamber above the diaphragm, where it acts in conjunction with the regulating spring in creating the total pressure above the diaphragm. The lower pipe connection to the low-pressure top comes from the automatic brake valve, and it is through this pipe that main reservoir pressure comes to the chamber under the diaphragm of the low pressure top. The port in the automatic brake valve leading to this pipe is open when the handle is in release, running or holding position, but is closed in lap, service



or emergency position; thus the low-pressure head is cut out whenever the automatic brake-valve handle is moved as far as lap position. The pipe connection to the maximum pressure top comes direct from the main reservoir, therefore this top is cut in at all times. The regulating spring in the excess pressure head is usually adjusted to 20 pounds, and this, plus the pressure for which the feed valve is adjusted; that is, if the feed valve is adjusted to 70 pounds the total pressure will be 90 pounds, whereas if the feed valve be adjusted to 90 pounds the total pressure will be 110 pounds; in other words the total pressure above the diaphragm will always be 20 pounds in excess of the pressure for which the feed valve is adjusted. For example, if the feed valve be adjusted to 70 pounds and the regulating spring at 20 pounds, the total pressure above the diaphragm will be 90 pounds; therefore the governor will stop the pump when the main reservoir pressure reaches 90 pounds, this with the automatic brake-valve handle in release, running or holding positions. The load above the diaphragm of high-pressure top is obtained by spring pressure only, which is adjusted to the maximum pressure desired in the main reservoir, generally 130 pounds. The maximum pressure top is cut in at all times, but does not operate until the main reservoir pressure reaches the point of its adjustment.

When adjusting the governor the automatic brake valve should first be placed in lap position, when the maximum pressure top may be adjusted. Next, move the brake-valve handle to running position and note if the feed valve is properly adjusted, and if it is, then with the brake valve still in running position, the excess pressure top may be adjusted. To adjust either top, the cap nut should be removed and the regulating nut turned up or down as may be required. The operation of the excess and maximum pressure tops is practically the same, their only difference being the manner in which the pressure above diaphragm is obtained. By use of the duplex governor the main reservoir pressure may be controlled at two different predetermined pressures; as when running along—brake valve in

running position—the excess or low pressure top controls the pump at the low pressure, usually 90 pounds, this being sufficient to keep the brakes fully charged; whereas in lap position—as following a brake application—the maximum pressure top controls the pump at the maximum pressure used—generally 130 pounds—this for a prompt release and quick recharge of the brakes; from this it will be seen that the pump has to work against the high pressure only during the time the brake is applied. The defects of the S-F governor are much the same as with other types of duplex governors and should be tested for and treated in a similar manner. It might be well to state here, however, that where the upper pipe to the excess pressure top becomes stopped up or broken off the governor will stop the pump when the main reservoir pressure reaches about 45 pounds. The remedy for this is, plug the broken pipe and put a blind gasket in the union of the lower pipe connection to this top, and readjust the maximum pressure top to the minimum main reservoir pressure carried.

#### UNDESIRED EMERGENCY WITH THE E-T EQUIPMENT

**Q.** Will you please answer the following question on the E-T equipment. While handling a train of 40 cars the brakes would apply O. K. on the first reduction, and after holding the brake applied for a short time a second reduction was made and the engine brake would go into emergency but the train brake was not affected. What was the reason for this, and why was the train brake not affected?

**T. A.**

**A.** That the engine brake did not apply when the first reduction was made would indicate high friction in either the equalizing or application parts of the distributing valve, due to their dirty condition. The locomotive brake applying in quick action would not affect the train brake unless the distributing valve was equipped with a quick-action cap. Where the plain cap is used the distributing valve, like the plain triple valve, does not vent brake-pipe air in an emergency application. If the trouble was due to the application

parts, the application piston and its valves would not move until sufficient pressure formed in the application cylinder and chamber to overcome the friction, when due to the high pressure the piston and its valves would move to their extreme travel, creating a full opening of the application port, causing a quick build up in brake cylinder pressure; while this, of course, is not an *emergency application*, yet the quick build up in brake cylinder pressure would lead one to believe that the brake had applied in quick action. Another way of being misled as to the action of the engine brake is where an application is made, the brake cylinder gauge hand not moving until the pressure becomes quite high, when it will move quickly, the same as when quick action is had. This of course is caused by a defective air gauge.

#### THE L TRIPLE VALVE

**Q.** To settle a much discussed question, will you kindly answer the following through the JOURNAL: The cars in one of our steel passenger trains are all equipped with the L triple valve, and since keeping these cars in one train the supplementary reservoirs have been cut in. Now the question is, do we get any higher braking power from, say a 10-pound reduction, with the supplementaries cut in than we did when they were cut out? Does the brake apply any quicker? Does the brake release any quicker? What brake cylinder pressure do we get in emergency? What is the real purpose of the supplementary reservoir? We carry 110 pounds brake-pipe pressure.

B. R. P.

**A.** When a gradual reduction of brake-pipe pressure is made, the triple valve, moving to service position, cuts off the supplementary reservoir; therefore, the only air used in service braking is that from the auxiliary reservoir; consequently the brake cylinder pressure will be no higher in service braking with the supplementary cut in than when cut out. In regard to the brake applying quicker, this type of triple valve has what is known as the *quick service feature*, by which a very quick serial service action of the brake is secured throughout the

train, but this feature is in no way controlled by the supplementary reservoir air. The supplementary reservoir being cut in will in no way hasten the release of the brakes, but by use of the air from this reservoir a graduated release is possible, which permits of partially or entirely releasing the brakes on the entire train. To graduate the release of the brakes the brake-pipe pressure should be increased just enough to move the triple piston, slide valve and graduating valve to release position, and then the brake valve should be returned to lap position, which will prevent any further increase in brake-pipe pressure. As the triple piston and slide valve and graduating valve have been moved to release position, brake cylinder air will escape to the atmosphere. As the increase in brake-pipe pressure has ceased on account of the brake valve being lapped, and as air is now free to flow from the supplementary reservoir to the auxiliary reservoir side of the triple piston, the pressure on this side of the piston will be increased above that on the brake pipe side, causing the piston and graduating valve to move to what is known as graduated release lap position. In this position the triple piston closes the feed groove and the graduating valve closes the port leading from the brake cylinder to the atmosphere. This cuts off the flow of air from the brake pipe to the auxiliary reservoir through the feed groove, and at the same time from the brake cylinder to the atmosphere, as well as from the supplementary reservoir to the auxiliary reservoir. In this way the brakes are only partially released, as only a portion of the brake cylinder air is allowed to escape to the atmosphere. In releasing the brake a series of such graduations may be made until the brake-pipe pressure has been restored to the pressure at which the auxiliary and supplementary reservoir pressures will equalize; then the brake will fully release. The amount of reduction in brake cylinder pressure for any given graduation depends on the amount of air pressure that was put into the brake pipe each time the brake pipe is placed in release or running position. In an emergency application, as following a

sudden reduction of brake-pipe pressure, the triple valve will move to emergency position. In this position the quick action parts of the triple valve are brought into use, and now the supplementary reservoir is connected to the auxiliary reservoir. This allows the air from the supplementary and auxiliary reservoirs to flow to the brake cylinder together with air from the brake pipe; and where 110 pounds brake-pipe pressure is used equalization takes place at about 106 pounds, and as the safety valve is no longer connected to the brake cylinder, this high brake cylinder pressure will be maintained until the stop is completed or the brake is released. The supplementary reservoir is used to store a large volume of air, which in an emergency application gives us high brake-cylinder pressure. Supplementary reservoir air is also used in obtaining a graduated release of the brakes following a service application. It is also used in securing a quick recharge of the auxiliary reservoir following a service application.

**EFFECT ON LOCOMOTIVE BRAKE-CYLINDER PRESSURE DUE TO POSITION OF AUTOMATIC BRAKE-VALVE HANDLE**

**Q.** Here is a kink in the action of the E-T equipment that I would like to have explained in the JOURNAL: With the brake fully charged to 70 pounds, and the automatic brake-valve handle moved to service position, and left there until the brake-pipe hand on the small gauge drops to zero, the brake-cylinder gauge will register 50 pounds; then, by moving the handle to emergency position the brake-cylinder pressure will go up to about 70 pounds. Now where does the air come from that causes this increase of pressure? Then, when the brake-valve handle was returned to release position, the brake-cylinder pressure dropped back to 50 pounds; now why? Here is another one: With the brake fully charged to 70 pounds, and the brake-valve handle moved quickly to emergency position, the brake-cylinder pressure built up to about 70 pounds, when the handle was returned to release position the pressure dropped back to about 15 pounds. Now why does the brake-cylinder pressure drop back when the brake valve is returned to

release position, and why did it drop back to 50 pounds in the first example, and to 15 pounds in the second example? This action is contrary to my understanding of the operation of this brake, as I always supposed that to either partially or wholly release the brake it was necessary to partially or wholly exhaust the air from the application chamber, but this does not seem to be the case in the example cited.

ENGINEER.

**A.** Before attempting to answer your question it may be well to offer a word on the operation of the distributing valve in emergency position. Where either a sudden or overreduction of brake-pipe pressure is made, the equalizing piston and its slide valve will move to their extreme travel. In this position of the equalizing slide valve the pressure chamber is connected to the application cylinder only, as now the application chamber port is blanked by the equalizing slide valve; in other words, the application chamber is cut off. When the pressure chamber is charged to 70 pounds an emergency application will equalize the pressure in the pressure chamber and application cylinder at about 65 pounds, but when the automatic brake valve is in emergency position, air from the main reservoir will pass through a small port in the rotary valve, called the blow-down timing port, and a port in its seat into the application cylinder pipe, thence to the application cylinder of the distributing valve, which raises the pressure in this chamber to the adjustment of the safety valve, set at 68 pounds; and as the pressure in the brake cylinders is determined by the pressure in the application cylinder, 68 pounds will be obtained in these cylinders.

Now in your first example, an overreduction in service was made, which first caused the equalizing piston and its slide valve to move to service position, allowing pressure-chamber air to expand into the application chamber and cylinder, the pressure equalizing at 50 pounds. Then the continued reduction of brake-pipe pressure, after equalization took place, caused the ports to move to emergency position, cutting off the application chamber from the pressure chamber and application cylinder; then the moving of the

automatic brake-valve handle to emergency position opened the blow-down timing port, and main reservoir air flowing to the application cylinder raised its pressure to the adjustment of the safety valve; this, then, leaves us with 50 pounds pressure in the application chamber and 70 pounds in the application cylinder. Now, when the brake-valve handle was moved to release position, the brake pipe was recharged, causing the equalizing piston and its slide valve to move to release position, in which the application cylinder is again connected to the application chamber.

The pressure in the two chambers will now equalize, but as the volume of the application cylinder is very small, there will be no appreciable rise of pressure in the application chamber, and the drop in application-cylinder pressure will cause a corresponding drop in brake-cylinder pressure. In your second example, being moved quickly from running to emergency position caused a sudden reduction of brake-pipe pressure, which in turn caused the equalizing piston and its slide valve to move to emergency position, thereby cutting off the application chamber without admitting air to this chamber, and at the same time connecting the pressure chamber to the application chamber.

The pressure in the application cylinder and pressure chamber will now build up to 70 pounds, and this leaves us with zero pressure in the application chamber and 70 pounds pressure in the pressure chamber. Then by moving the brake-valve handle to release position the brake pipe is recharged, causing the equalizing piston and its slide valve to move to release position, connecting the application cylinder with its 70 pounds pressure, with the empty application chamber, and this 70 pounds will equalize in the two chambers at about 15 pounds, resulting in the brake-cylinder pressure dropping to this amount.

### Questions and Answers

BY JAMES GREGORY

**Q.** With a Mallet Compound such as is used on the New York Central, if the low-

pressure cylinders are working with a 50-pound pressure, what is the back pressure in the high-pressure cylinders? Is it the same throughout the stroke? If not, at what point of the cut-off does it change?

**A.** When the pressure in low-pressure cylinders is 50 pounds, the back pressure in high-pressure cylinders is sure to be above that figure, as the exhaust steam from high-pressure cylinders must pass through a receiver before entering low-pressure cylinders, and will lose pressure through radiation, but whatever the back pressure in high-pressure cylinders is, it will be practically uniform throughout the stroke.

**Q.** What damage is a slipped eccentric liable to do and what is most likely to cause one to slip? **YOUNG RUNNER.**

**A.** A slipped eccentric is liable to burst a cylinder head, shear a piston key, spring a piston or break a rod strap; whichever it will do depends upon the point at which it slips. All these are not so likely to result if engine has a balanced slide valve, as the surface exposed to steam chest pressure is only about 40 per cent of the total area of valve, so if the eccentric slips with piston valve, when cylinder is filled with steam, and the valve covers port to prevent the escape, the slide valve may rise from its seat as result of the high-cylinder pressure created and thus relieve the same and prevent damage. In the case of a piston valve there is no possible escape for steam confined in case of a slipped eccentric, so something must give out when the conditions are as stated.

There are several things that might cause an eccentric to slip, such as loose set screws or eccentric not a close fit on axle; this is often the case when eccentric is made in two sections and clamped on axle; heating from any cause, often due to a twist in eccentric rod, causing a lateral friction between strap and eccentric; neglect to oil properly due to oil cups being packed too tight or through neglect to oil, or anything that will increase the work of the eccentric such as a dry valve will induce heating, but if the eccentric be properly fitted, hung right and receives the required amount of lubrication, it will give little trouble from heating.

**Q.** I have heard of eccentrics knocking

holes in fireboxes. How can that happen? Is it done when eccentric slips? Y. R.

A. The knocking of holes in front firebox sheet sometimes happens with engines having the deep fireboxes between the frames, with not much space between main axle and firebox. With the fireboxes set above the frames we don't hear of that. It was caused not by the slipping of eccentrics but by the breaking of a stretcher (or blade) so as to let the forward section of strap get between the main rod and firebox, or strike it hard.

Q. We should have less eccentric trouble with the better balanced piston valve, but it seems the straps often break without heating at all. How is that?

L. M. P.

A. The piston valve is so much heavier than the slide valve and moves so much more freely when the engine is drifting, that the strain on the eccentric straps is even greater with engine shut off, in full stroke, than with the lighter slide valve, it being enough sometimes to break the strap if it be very loose, or has any defect in it. When working under pressure there is very little danger of strap breaking with piston valve as the stroke of valve is short, also there is less of that free movement, that snapping action which occurs when the valve movement is reversed, on account of the braking effect of steam pressure against packing rings when engine is working steam. In the case of the balanced slide valve that retarding influence is always present in the compression of springs holding the valve strips to place which helps reduce the strain on valve gear in reversing the valve movement when shut off and drifting with lever in full stroke position.

Q. If an injector primes good and seems to be going to work all right until lever is pulled clear out, and then breaks, what would be the matter with it? K. W.

A. In that case would consider the boiler check at fault, having little or no lift, as when stuck down or too little water supply. The injector seemed to be working before the lever was pulled full on, but as it was not working, the overflow was large enough to take care of the discharge of water when steam was partly

turned on, but when turned full on it could not do so, for which reason the injector would blow back. In such a case tap the outside of check casing lightly and the check valve will often free itself and allow the injector to work.

Q. They say in some books that steam of exhaust doesn't fill the stack, but that it passes up through it surrounded by the gases of combustion, yet I noticed that if there is a hole in the stack the steam blows out at that point. How can that fit into the former claim? H. W.

A. Your statement is correct with reference to the action of exhaust steam passing through stack, and the fact of steam blowing out through the hole in stack does not disprove it in the least. It should be understood that there is considerable pressure against sides of stack from the enveloping action of the draft circulation as it compresses the steam column of exhaust in passing through the stack, so if there be any holes in the side of stack the enveloping gases of circulation will escape through them, letting the steam follow.

Q. In the case of a Walschaert or Baker gear being disconnected from eccentric rod, what will the valve travel from the crosshead movement, and is it of much help to haul a train? VULCAN.

A. The crosshead motion imparts a travel equal to the lap and lead of valve. The port opening is, of course, merely that of the lead, whatever that may be, but it cannot be figured as contributing to the power of the engine. The chief benefit derived from leaving crosshead connected is to get enough port opening to insure getting oil to cylinder on disconnected side.

Q. What is the main fulcrum of a locomotive? Is there more than one? Where are they located? W. W. H.

A. Wherever leverage is used in the application of power there must be a fulcrum. The connection at end of throttle lever is a fulcrum. The connection at bottom of reverse lever is one. Connection at end of injector lever opposite to handle is another one. The main fulcrum, often so called, is the rail, for there all the tractive power of the engine is exerted to haul its load, without which

the locomotive could do no useful work.

We all know how helpless an engine is on a slippery rail through the partial loss of the adhesive power of the driving wheels.

**Q.** About what is the difference in the way of fuel saving, between the simple engine using saturated steam and the compound engine? Also the difference between the compound and the simple engine using superheated steam?

H. W. B.

**A.** Your question will be best answered by saying that the superheater is more economical than the compound engine and both are from 25 to 30 per cent more economical than the simple engine using saturated steam.

It should be also said, however, that when superheated steam is used in the compound engine the results are better than with saturated steam, but there is no such gain as results from superheating the simple engine, when all things are taken into account.

**Q.** In the July JOURNAL the question appears, "When is a Walschaert gear engine direct?" The answer given is, "When run in forward motion." The answer is criticised by Bro. V. J. Feth who says it is correct only when bottom of link is used for forward motion. He also calls attention to the fact that the upper portion of link is often used for forward motion; also, that in any case the direct engine is one in which the eccentric rods travel in the same direction. Brother Feth's understanding is right. The answer in July JOURNAL merely covered cases where the bottom of link was in forward motion, which seems to be the usual practice with Walschaert gear engines.

**Q.** What is the largest locomotive in this country and where is it run?

W. D. C.

**A.** The largest locomotive is the "Triplex Articulated Compound" engine owned by the Erie Railway Company. It is run in New York State on the Susquehanna division of that road. It has 12 pairs of driving wheels besides two wheels leading and trailing trucks. Four pairs of the driving wheels are under the tender. It has a traction force of 160,000 pounds

working compound. It has a tender capacity of 16 tons of coal and 10,000 gallons of water. This engine weighs, with engine and tender in working order, 853,050 pounds, or about 426 tons. It has taken the place of three large simple engines in pusher service, and is without doubt the largest engine, not only in this country, but in the world. The Erie owns three of this type.

**Q.** What do you consider as being the best smoke consumer? We have lots of trouble here account of city ordinances causing crews to often lose time when "called up."

W. D. C.

**A.** The best smoke consumer is not a mechanical appliance alone, but rather a combination of mechanism and operating skill on the part of the engine crew. The superheater, the brick arch and a skilled fireman are said to be the ideal combination, but another strong factor is the engineer, whose handling of the engine as well as direction of the fireman's work makes it possible to get the best results from the mechanical aids. The engineer is frequently ignored in this matter, just as he is in many things concerning locomotive operation, but, just the same, the performance of the engine, any way it may be viewed, is in the largest measure dependent on the skill and watchfulness of the man on the right hand side.

**Q.** Is it all right for the fireman to do the pumping? Is that the practice anywhere?

R. S.

**A.** If the engineer doesn't know how to pump he is not likely to be aware of it, so will usually prefer to do the pumping himself though it may be a bit inconvenient to do so, but there is no harm in letting the fireman do it if he knows how, merely as a matter of convenience. When left injector is used for boiler feed it leaves the reserve injector for the engineer, which is all right when making a hand run that taxes the engine to the limit, as it may often be necessary to use the right injector to help out. In such a case it is all right for fireman to run left injector, but in other service, where the work varies much, it is best for the engineer to do his own pumping, it being a very important part of his work, and he should be better able to do the job right

than the fireman. It is not the general practice anywhere to let the fireman do the pumping.

**Q.** The engines here have Walschaert valve gear and inside admission valves; when engine is working at short cut-off and full throttle, the lever jiggles a whole lot making it disagreeable. Is there any way to overcome that? What causes it?

R. R. R.

**A.** Its cause is best explained by noting the motion of the valve. When piston moves back from forward center (engine going ahead) the valve moves ahead, first to open admission port, then reverses its motion to give the cut off and continues moving back until the exhaust takes place. Now it should be noted that at the time of exhaust the lost motion in connections to valve is all out, but when the exhaust takes place there is a sudden pressure acting on the forward end of the valve, which forces it, piston like, to take up the lost motion suddenly, and in doing that the whole valve gear is more or less affected so as to cause a "jiggling" of lever. Of course the valve is hollow, and some of the pressure of exhaust spreads to opposite end of it, as it is intended, but the first shock is greatest at end where exhaust first strikes. The same thing happens when the piston motion is reversed, but the knock of valve is also reversed.

A dry valve will also cause lever to vibrate. In this case remedy is more lubrication.

A substantial valve gear with heavy quadrant and ratchet for reverse lever will absorb much of the rattling or jiggling referred to so disagreeable in many modern engines.

**Q.** What can be done to correct excessive tire wear on a back driving wheel?  
S. M.

**A.** It depends on what the trouble is. If back pair of wheels are out of tram, put them right. If the lateral has been taken up so as to crowd flange of one wheel against rail the remedy is apparent.

**Q.** Will a worn tire make an engine slip? If so, why? I know it will slip more on a curve, but how about straight track?  
RUNNER.

**A.** When tire is worn so as to have a

shoulder each side of tread it will slip easily if wheel runs up on the shoulder, as it is likely to do at any time, even on straight track.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

LORAIN, O., July 3, 1917.

### EDITOR TRAIN RULES DEPARTMENT:

I am on No. 2, a first-class train going south. On account of a wreck, orders are given to meet No. 5 at the wreck, transfer passengers, and return as No. 5. Crews to remain with their trains. Do I need an order to assume the schedule of No. 5? Or is the time-table authority enough?  
MEMBER DIV. 206.

**A.** No. 2 assumed schedule No. 2 at its initial station and it had the full authority and the only authority to that schedule. The same is true of the crew on No. 5, and under regular practice the crew of No. 2 would not have the authority to assume the schedule of No. 5 without an order to do so, and in fact, the order should have been given in this case. It is the intention of the rules that a schedule shall only be assumed at its initial station. But it is admitted in this particular case, both crews being in touch with each other, and having an understanding of the movement to be made, and with the further fact of the track being obstructed, that the movement was safe providing that the dispatcher understood the movement. However, the right way is the best and safest way, and an order should have been given in the regular manner.

BLOOMINGTON, ILL., April 31, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please give your understanding on the following:

"Engine 84 run extra A to C."

"Engine 427 run extra C to A, and has right over extra 84 C to B, but will wait at C until 7:15 a. m."

Engine 84 has right of track over trains of same class by time card. Is this a proper order? C. H. F. D.

A. The order is improper unless extra 84 has arrived at B before the order creating extra 427 was issued. When one extra train is given right over another extra such right must extend to the end of the run of the first extra or to a point already attained by the second extra.

The time-table does not confer any superiority upon extra trains by reason of direction. There is no superiority between extra trains except as created by train order, and for this reason train order superiority must be complete and clear.

BALBOA HEIGHTS, C. Z., June 24, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 8: "After extra 237 south arrives at Pedro Miguel Junction motor car 6 run extra Pedro Miguel Junction to Gatun, hold main at Gatun."

Order 9: "Order No. 8 is annulled to motor car 6. Motor car 6 and engine 618 run two extras Pedro Miguel Junction to Gatun hold main at Gatun meet extra 237 south at New Culibra."

Order 12: "Engine 651 run extra Mt. Hope to Pedro Miguel Junction, meet motor car 6 at Gatun, and two extras 618 and 652 north at Monte Lerio, engine 244 assist extra 651 south to Gatun."

Southward extras have right by direction. The question is this, what extra holds the main track at Gatun?

There is a difference of opinion.

MEMBER 756.

A. Under Standard Rules there is no "right by direction," and it is likely that your rules are not Standard.

From this distance it is not clear why the "hold main at Gatun" was inserted in order No. 8 and order No. 9. Order No. 8 was annulled, but there was no attempt to annul or supersede any portion of order No. 9; therefore that order remained in effect. But order No. 12 contained conflicting instructions because it created an extra in the superior direction and gave that extra orders to meet motor car 6 at Gatun, which carried with it the authority to hold main track at Gatun, and while this same information was given to motor car 6 it conflicted with

the instructions in order No. 9 to motor car 6, which instructions were still in effect. One thing is certain, and that is, that conflicting instructions should not be permitted to exist. The instructions to motor car 6 to hold main track at Gatun should have been canceled.

TULLAHOMA, TENN., July 1, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 30: "Engine 351 is withdrawn as first No. 184 at H, following sections change numbers, accordingly engine 351 will run extra H to S and return to A." My point is that first No. 184 cannot be withdrawn and created as an extra train in the same order under Standard Rules.

MEMBER DIV. 129.

A. There is nothing in the standard code to prevent the above order from being given. The order is correct, and conforms to standard practice.

Any number of forms may be combined under Standard Rules providing, that so many forms are not combined as to become confusion, and providing further, that an order does not contain information not essential to the movements being made. This would prevent an order from properly containing information about a movement which did not concern the trains addressed.

MEMPHIS, TENN., July 1, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Please give me your opinion of the meaning of the last paragraph of Rule 4. Should it not read "on the same portion of a division" instead of "on any division?"

What I mean is that a train leaving one end of the division at 11 p. m. and arriving at the terminal at 2 a. m. would put two trains of the same number and date on the division on the same date. Is this not true?  
H. M. L.

A. The last paragraph of Rule 4 is correct with reference to the point which you make, but it is not correctly worded with respect to the schedules which are involved.

A train leaving its initial station at 11 p. m. would be a train of the date on which it left its initial station regardless of the fact that it was due to arrive



at its terminal station at 2 a. m. The train of the same number which would leave its initial station at 11 p. m. the next day would be a train of another date, so that, so far as your criticism goes, there would be no violation of the last paragraph of Rule 4, by reason of a train leaving its initial station on one date and arriving at its terminal station on the following date.

The point which the wording of the rule violates covers a case in which the new time-table takes effect, and a train of the old time-table is on the road or authorized by the old time-table and is to assume the new schedule of corresponding number. In such a case the rule states that not more than one schedule of the same number and date shall be in effect on any division, but as a matter of fact the rule does not mean that at all. What it means is that in case one schedule of the same number and date has been fulfilled by old time-table authority the new time-table shall not authorize another schedule of the same number and date after it takes effect. The point where this violates the actual operation of change of time-tables is in case the old time-table has authorized a schedule and the train using such schedule is, let us say, at H when the new time-table takes effect. Under the rule as intended, the train at H would assume the new schedule from H to Z, and by so doing the schedule of that number of the old time-table would be in effect on that division and also the schedule of the new time-table of the same number would be in effect on that division. What the rule really means is that the new schedule shall only be in effect from the point where the train of the old time-table made at the time the new time-table took effect and that, of course, two whole schedules of the same number and date should not be in effect over the whole division. This being true the rule should read, "Not more than one schedule of the same number and date shall be in effect over the same portion of a division." This for the reason that the schedule of the new time-table and the schedule of the old time-table are two separate and distinct schedules.

### Negro Firemen in the North

The additional burden on the transportation facilities of the country imposed by preparations for war, with the still further tax that must naturally follow as the country becomes more involved in the great world struggle, has made it advisable for the Government to practically take over all railroad lines for the purpose of conserving their resources, that the great and vital problem of transportation confronting the nation may be solved satisfactorily. This move was made necessary from the fact that it is admitted by leading railway men, and proven by actual conditions, such as fuel shortage and industrial paralysis here and there, that our 250,000 miles of railroad had approached a point, even before the war, which had proved its inadequacy to meet the demands of the times.

In the face of this too evident fact, and in view of the further increased demands to be made upon the railroads in the immediate future, it would seem the part of wisdom to not only conserve efficiency in everything relating to the transportation problem, but to promote the same wherever possible that the fullest possible capacity of the railroads may be developed to better meet the emergencies the war and our present general commercial activities impose.

There is no more important factor to that end than the efficiency of the rank and file of men engaged in the train service, and it would be most unfortunate for the general welfare of the country if the Government would fail to recognize this fact and cripple this most important branch of industry by enforcing conscription on the men in the ranks.

There are rumors rife today that it is contemplated to introduce negro firemen for locomotives, to fill the places of those called for military duty. Let us hope these rumors may prove to be unfounded, for it will be little short of a national calamity for the Government to impose conditions upon the railroads that might make such a step necessary.

No doubt there are railway managers who would encourage such a move. They of course would not be moved by a spirit

of loyalty, but rather by narrow selfishness, which, we regret to say, is characteristic of some men in high places in railroading as in other walks of commercial life. What it would mean to introduce colored men into the railroad train service at this time, when the highest degree of skill of the workmen is demanded to meet the emergencies of the present situation, can easily be imagined. It is plain to see that such a radical step, under the present unsettled condition of the country, would not only have a demoralizing effect on the railroads by lowering the average of intelligence of the workmen, but the move would engender a spirit of resentment on the part of the white men still in the ranks, and thus create a condition inimical to the purpose it was intended to promote.

JASON KELLEY.

### The Age Limit

One of the most unfair rules concerning the welfare of the workman today is the so called "age limit rule," which fixes a time in the life of the worker after which he will no longer be given employment. The rule does not operate so that a man is removed from service on those grounds exactly, at least not yet, on the railroad, but that fact is not based on any consideration the employer may have for the worker, but rather because the opposition of organized labor on the railroad would protect the employee against the operation of such an unfair rule.

The age limit varies with different corporations, 45 years being usually the maximum, and you who are fortunately in the service yet, though having passed that age, can thank organization for it as well as for many other blessings that have come to the worker in late years.

No doubt there are many men who believe they are being retained in the service because of their superior merit as workmen, it being one of the frailties of human nature to feel entitled to any good that fate may bring us, though when misfortune overtakes us we call it hard luck. Merit should of course favor the veteran, for in railroad work, particularly in the running of locomotives, experience is one of the most important factors to success, yet it is not what we as individuals think that counts, nor what the

real fact in the case is, for if those in authority chose to put a 45 year age limit in operation, so that after a certain age men yet in service would be disqualified for running locomotives, there would be nothing to prevent, but the combined effort of engineers represented in the B. of L. E.

So it is evident that the greater the strength of the Brotherhood the more secure the rights of men running locomotives, not only in the matter referred to but in everything concerning their welfare.

There are a good many men running locomotives today who need to be aroused to a full realization of that fact, who seem to regard it as perfectly fair to take the benefits that come through the efforts of the B. of L. E. without in any way lending to its support, and not only that, but by holding membership in a rival organization of engineers, they are not only wasting their strength, but are really throwing a weight in the scale against their own interests, and thus effectually hindering the fullest development of the B. of L. E., the only organization that can be of any real and lasting benefit to the men who run locomotives.

There is no doubt but some short sighted railway officials approve of the action of these engineers who refuse to join our ranks, and may even offer some counterfeit encouragement to them, but all the time they are merely pulling the wool over the young man's eyes. If the young men of today had to travel the same road the veterans of the present have gone, they would know that their best friend in the service is the organization that represents their trade, and the sooner they line up with their fellows, where by every rule of common sense and manhood and fair play they belong, the better will it be for them, and for every man running a locomotive.

Of course if any of these men are prompted to remain outside our ranks by a hidden hope that by doing so the B. of L. E. may eventually collapse under the pressure of organized capital, and they, vulturelike, may be permitted to profit, even temporarily, as a result, then for heaven's sake let them remain on the outside, for we can better afford to lose their membership than suffer the blighting influence of their presence within our ranks.

JASON KELLEY.

# Labor Digest

A Collection of Expressions of Opinion of Interest to Our Class, with Editorial Comment.

## Holder Appointed

Arthur E. Holder, member of the International Association of Machinists, has been appointed by President Wilson the three-year term member of the federal board for vocational education. The other appointees are Charles A. Greathouse, farmer, Indiana, two-year term; James Phinney Munroe, business man, Boston, one-year term.

The labor representative has been a legislative committeeman of the American Federation of Labor for the past 11 years, and has been a factor in labor's efforts in securing remedial legislation at the nation's capital during this time.

The vocational educational bill was signed by President Wilson last February. It provides federal co-operation with the states in establishing industrial schools for the teaching of trade, home economics, industrial and agricultural subjects. Under the terms of the law the Government will appropriate large sums of money, covering a period of years, to those states that accept the provisions of the act. — *Weekly News Letter*.

## Army Costs Compared

In the Official Bulletin, issued by the Government's committee on public information, are printed these comparative figures on army costs this year and in 1915:

"In the year 1915, \$450,000 was appropriated for aeronautics; under the urgent deficiency act, \$47,000,000.

"In the year 1915, for sustenance, \$9,800,000; this year \$133,000,000.

"In the year 1915, \$10,000,000 for regular supplies; this year, almost \$110,000,000.

"In 1915, \$13,000,000 for transportation; this year, almost \$222,000,000.

"In 1915, for clothing and camp garbison equipage, \$6,500,000; this year, \$231,500,000.

"In 1915, \$300,000 for ordnance service; this year, \$2,650,000.

"In 1915, \$450,000 for manufacture of arms; this year, something over \$55,000,000."

## Living Costs in England

In response to an inquiry as to present day living costs in England, Sir Cecil Arthur Spring-Rice, English ambassador to this country, wrote Congressman Graham that his best information to date was that potatoes (old crop) were selling at a maximum of \$2.10 a bushel; cured bacon about 48 cents a pound, and flour, \$8.20 a barrel. This means that the cost of potatoes and flour in America are about twice the cost in England.

In commenting on these figures, Congressman Graham said:

"Imagine, if you can, the position of a man who has a family of three or four growing children to support and educate and a salary of \$2 a day to keep them on. Do you say that there are not many such cases? There are millions of them."

## Shippers Fight Roads

California shippers, who stood so loyally last year behind the railroads in their fight against the eight-hour day, have turned on their former pals and are organized to resist freight rate increases. The shippers insist that added operating expenses are more than taken care of by the increased volume of business being done by the different railroads.

When the railroad brotherhoods made this claim, the shippers pooh-poohed. But the railroads were not hinting of freight rate increases at that time, when it was considered "real smart" to oppose the workers. — *Weekly News Letter*.

## Mistakes Inevitable

*The Daily Courier-News*, Fargo, N. D., is asked if Herbert Hoover, proposed food administrator, if given all the power suggested, "will he use it with perfect justice and wisdom?"

"No, probably not," replies the editor.

"Who would expect any man, given a practical dictatorship over the most important market practices, not to make some mistakes, to do some injustice?"

The perfect remedy for any evil seldom is found.

"But the American people are willing to take a chance with Hoover, because they are beginning to learn something about what markets cost them when unregulated by any authority but private monopoly.

"Whatever weakness the federal food administration will have it will have this great advantage, that it will focus the eye of the people upon extortion and waste in the market organization and will put at least a few facts before them that will help them to fight these things in the future.

"When the American people learn what is needed the cry of 'Let business alone' will not stop them from doing it."

### R. R. Earnings Increase

Nearly complete returns from all railroads for the four months ending with April, made public by the Interstate Commerce Commission, show continual improvement in net earnings in every section, notwithstanding the greater increased cost of factors entering into operating expenses. Southern roads showed net revenue for April, 1917, of \$4 per mile less than April, 1916, while western roads, grouped as a whole, made more money than ever before, exceeding by \$31 per mile net revenues over the banner period a year ago.

Operating revenues reached new high figures, \$1,192,911,654 for the four months, an increase of nearly \$106,000,000.

### Labor Law Enlarged

The United States supreme court has extended the operation of the federal hours-of-service act as it affects railroad trainmen. In the Government's suit to recover penalties from the Santa Fe railroad because it worked employees long hours, in violation of this act, the court ruled that unavoidable accidents cannot be used as an excuse by a railroad to ignore this law where it is possible to relieve a train crew from duty before the end of the customary run is reached.—*Weekly News Letter.*

### Labor Laws Resist War

Attorney General Lewis, Albany, N. Y., has ruled that war is not an extraordinary emergency within the meaning of the provision of the labor law which forbids employees on state contracts to labor more than eight hours a day.

A military school is being erected at Ithaca and State Architect Pilcher asked if the law could not be waived. The attorney general held that the labor law defined "an extraordinary emergency" as an emergency caused by "fire, flood or danger to life or property."

"It is my opinion," he said, "that the state, in this case, is not authorized, under the existing statute, to suspend the eight-hour law. What powers the federal government may exercise in conducting this work as a war measure are beyond the question considered."—*Weekly News Letter.*

### Women to Man Railroads?

If the war continues three years more many railroads in this country will be operated largely by women, is the opinion of H. F. Anderson, general manager of the Missouri, Kansas and Texas railroad. In referring to this railroad's training school for women in Dallas, the official said he believes women could sell tickets, do routine work in railroad stations, act as clerks in freight offices and even collect fares on trains.

Although Mr. Anderson did not say so, it is evident that the M., K. & T. has failed to secure strikebreakers to replace members of the Order of Railroad Telegraphers, who have been locked out because they demanded living conditions.—*Weekly News Letter.*

### Women in Railroad Shops

For the first time in the history of the Erie railroad shops at Susquehanna, Pa., women are being employed to operate drill presses and to work at other mechanical occupations.

The Philadelphia & Reading railroad has opened an employment bureau for women and has already engaged women to replace army and navy recruits.

### Sweat Shops Cornered

Anti-sweat shop legislation, passed by the New Jersey General Assembly, took effect July 1. It prescribes that no portion of a dwelling can hereafter be used for manufacturing purposes without a state license that must be renewed every six months. Each room must contain at least 250 cubic feet of air space for each person employed in the day time and not less than 400 cubic feet for each person at night. Strict regulations as to sanitary conditions are also provided.

### Abolish Age Limit; Save Womanhood

The age limit of large corporations is a factor in woman exploitation because the efficiency of many men over 45 is lost to the country, writes F. J. Bailey, in the *Railroad Trainman*.

"As long as the railroads and other large employers of labor retain the age limit rules that have relegated to the scrap heap hundreds of thousands of efficient workers who have reached a specified age," he says, "there can be no substantial ground for the assertion that we must draft the mothers of the country—present and prospective—into the occupations for which men are best fitted, to the everlasting deterioration of the country's standards of manhood.

"Scores of experienced enginemen and trainmen, physically fit for years of service at the profession to which they have given their lives, are thankful to hold jobs as policemen, sanitary inspectors, government watchmen, and in other occupations where their years of training and their expert knowledge is useless to them or to the country, because at some time in their lives they have made a technical error, have aroused the antagonism of those in authority by the exercise of their rights as freeborn American citizens, or have left the service for some personal reason, and having passed the age of 45 either before or after the severance of their relations with the railroad, they are eternally barred from following their profession.

"And still the public is informed that

long trains must continue to run unmanned, and women must be employed in train service, 'because of the scarcity of labor.'

"It is asserted that the ranks of the regiments of expert railroad men which are being recruited for immediate service in France are finding places for many men who have been debarred from service on the railroads of this country because of the infamous age limit. Men past 45 may be permitted the great privilege of dying for their country while giving their expert knowledge to the service, but the patriotism of the employers will not stand the strain of permitting them to live for their country in the occupation for which they are best equipped."—*Weekly News Letter*.

### No More Strikes

No more strikes or lockouts, an end of boycotting and blacklisting by the establishment of industrial amity between employer and employed—these are the aims of the Commonwealth Committee of the Oakland Chamber of Commerce just organized. The committee consists of four union leaders and five members of the Chamber of Commerce representing employers. The union men insisted that they should be in the minority to offset the charge that labor was attempting to dictate. The first task of the committee will be to arrange working conditions among ship carpenters, house carpenters and bridge carpenters. This move was made following the offer of Oakland to construct 100 wooden vessels for the Government's shipbuilding program, and the acceptance of the offer by William Denman, chairman of the United States Shipping Board.—*July Survey*.

### "Anti-Idleness" Law Used Against Unions

The West Virginia Legislature, at its last session, passed a so-called "vagrancy act" under the pretext of aiding the war by putting professional vagrants to work. Under this act it is unlawful for any citizen of this State between the ages of 16 and 60 to fail to work a certain number of hours.

And now the inevitable has happened—the act is being used to break strikes.

Because miners employed by the Monte Coal Company at Ottawa were not permitted to present grievances to the management, they suspended work, and the company seized upon the vagrancy law to drive them back to their employment. Two miners and their sons were arrested and the company employed an attorney to assist the county prosecutor.

At the trial it was shown that one of the miners had secured employment elsewhere and was arrested while on his way to work. The jury could not agree in this case and the trial was transferred to Madison at the request of the company, which claimed an impartial jury could not be secured at Clothier.

Coal companies lobbied for an anti-strike law at the last session of the legislature, but were defeated by organized labor. The vagrancy law is used for the same purpose, while the companies loudly proclaim that "we must win this war that democracy may survive."—*Weekly News Letter*.

### Women Quit R. R. Shops

Several women employed in the shops of the Northern Pacific Railroad, Tacoma, Wash., have quit. One woman said she did not blame the organized workers for protesting against women who are placed in the shops at a lower rate than the unions have made possible. She said her husband did not belong to a union, and that "it is true he does not get a sufficient wage from the company to support the family and I started to work to help him."

The railroad's action has aroused strong protest from trade unionists, members of women's clubs and other citizens.

Writing in the *Tacoma Daily News*, E. J. Pelkey, labor editor of that paper, says:

"The real trouble with the Northern Pacific is not a scarcity of men, but the fact that it refuses to pay a wage sufficient to maintain a decent living. The extremely low wages offered by the Northern Pacific explains its cry of labor shortage."—*Weekly News Letter*.

### Bonus is Far Away

It is stated that 2,000 employees of the Santa Fe Railroad in Colorado will receive a 10 per cent bonus—next December. Employees who do not have contracts made with the company through collective bargaining are not eligible to this bonus.

This means that nonunionists, if they remain patient and long-suffering until next December, will receive 10 per cent of their wages between July and December from the kindly Santa Fe.

It must be remembered that if any of these workers join a union that has contractual relations with the company, and thereby automatically come under a higher wage standard, they will forfeit all rights to this bonus.—*Weekly News Letter*.

### Workers Victimized

President Maher of the Third Avenue Railway Company, New York, has discharged four employees who asked for a conference that the demands of the men they represented might be considered.

Last year this corporation battled with the Amalgamated Association of Street and Electric Railway Employees, and these workers have developed a solidarity which Maher would destroy by victimization tactics.

The *New York World* in an editorial comment on Maher's latest break, declares his treatment of the committee "was foolishly and despicably autocratic."

"It makes no difference," says this paper, "whether these men spoke for a union or only for themselves; they should have been heard. Instead of that they were instantly dismissed from the service of the corporation. If there is any method known to foolhardy tyranny better calculated to stir up trouble in industry we never heard of it."

### Win Seniority Rights

Nearly 500 machinists, apprentices and helpers in the Iron Mountain Railroad machine shops at Baring Cross, suspended work for 24 hours to enforce seniority rights. Machinists' Union No. 325 directed this movement.—*W. N. Letter*.

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**AUGUST, 1917**

## Equal Pay for Equal Service

The war conditions give opportunity to many who dislike the moralizing and elevating power of organized labor to exaggerate conditions, and the shortage of the supply of labor as an excuse for substituting those who are not organized — women, negroes and foreign elements, ignorant of both the work and the English language, and even petition for the unlimited admittance of Orientals, so they can have coolies to use to lower the condition of the laboring class—and through these instrumentalities destroy the power of organized labor to dictate decent conditions for service.

The petitioners for this boon to the haters of organized labor have among the list as reported by the *New York Press*, former secretary and treasurer Shaw, President Hadley of Yale University, and bankers and business men from various sections of the country who assume, as that class usually does, to

speak for all classes, and particularly as a war measure; and realizing the selfish ends to be attained, they acknowledge it by declaring that this class would "show no lack of zeal" in having them deported when the war is ended, and the other natural contingent, when the employing class find no further use for them because labor organizations have been put out of business by the use of unorganized natives, and a class of foreign element that is a menace to human liberty and decent living, a class that live each twenty-four hours on the cost of a single meal to an American born that knows Liberty and decent living conditions.

This tendency toward every means to drive labor into a condition of abject dependence, to disorganize organized labor and make it useless as a power for the good of all classes of labor, calls for the most strenuous efforts to head off this effort to nullify all contractual relations between organized labor and the employing class.

We still possess both political and sociological power, and we should make the most strenuous use of it in making the demand for equal pay for work performed, regardless of class or sex. We must standardize our business relations, or it will grow more brutal and destructive of the liberties and decent living conditions of those who must depend upon labor for a living.

## ATTITUDE OF BUILDERS EXCHANGE

The public press reports that the Builders and Traders Exchange in Grand Rapids has issued an appeal to merchants to help them in a campaign against trade unionism and the theory of collective bargaining. They call it the open shop, only a softer term than anti-union, but means the same. They are looking to what they think is an economic advantage, and there is no thought of the Golden Rule, nor what may happen to any other class if they can work their scheme, nor the merchant who would help impoverish labor and lose trade by doing it. Their mind is centered on profits regardless of how they get it.

## THE DANBURY HATTERS

The Danbury, Connecticut, hatters are a good illustration of this principle of no

profit sharing if any means can be found to avoid it. Two years ago, when it was to the manufacturers advantage, they suggested that the scale be based on the selling price of the finished product; the unions agreed to it and changed their law to permit it, but the war conditions made it possible for the manufacturers to charge high prices and get big profits so they break away from their own proposition, and refuse to renew contracts with their workmen based on the selling price, and insist that the price be fixed on grade of hat, the old way, so the manufacturers can keep all the profits, and yet they, the public, how good they are to their employees!

Every tendency shows that organized labor must fight for all the decent conditions labor possesses, hence labor organizations are a natural growth and need no artificial stimulation to keep them alive; the employing class furnish all the stimulant needed and they will live as long as the present civilization lasts, or until the employing class learns where their rights end, and that of their fellow man begins.

#### NEGROES EXPLOITED

The railroads are charged with starting the migration of negroes and Mexicans to work on the roads, but however that may be, other employers were not far behind in offering inducements and they come in thousands. The Toledo Central Labor Union reports that there is no scarcity of labor in Toledo for employers who work their employees decent hours and pay decent wages—that while one contractor was advertising for Toledo laborers to go to France to work on railroad construction he was importing hundreds of negroes to work on his own jobs, and suggest that, if some effort is not made to stop this importation and have those already here organized, Toledo labor will be forced to compete with southern standards of living which, at the best, are deplorable as well as detrimental to the city as a whole."

#### CONDITIONS IN DETROIT

This condition is by no means confined to Toledo. Detroit is overrun with them, and the *Survey* states that rents have advanced to 200 per cent in one year. In order to care for the negro women and

girls, the *Survey* says: Five cigar manufacturers were induced to experiment in employing them, and that the sixth has started a new plant employing only negroes. It is a known fact that the white cigarmakers have had hard work to force decent conditions in these shops; so it will be seen that little effort was needed to induce the manufacturers to introduce negroes in their factories, of course at reduced wages, and they assume bigger profits.

#### EAST ST. LOUIS

Referring to East St. Louis, and without discussing the events of the May 28 anti-race meeting, or the July occurrence, we do desire to quote from the *Survey* of July 14, 1917, a sociological publication which investigates cause. The report is by Oscar Leonard, Superintendent Charitable Association of St. Louis. He says in part:

"East St. Louis is what Graham Romeyn Taylor called a satellite city. It is not a city of homes. . . . It is a manufacturing town where industries are located because land is cheap, transportation facilities good, coal and water near and cheap, that many factories make the place attractive for home building. Capital goes there simply in search of dividends. It is not interested in the welfare of the city or of the workers who help make the dividends. Only those live there who cannot live in St. Louis. The result is that the city is run to suit the lowest political element. The foreign laborers who were imported by the industries in East St. Louis know nothing of American standards, and there is practically no social work being done in that city which boasts a population of 100,000 souls. Saloons are numerous and gambling dens abound. They run wide open. In fact, when Governor Folk closed the St. Louis saloons on Sunday, the city across the Mississippi reaped a rich harvest. Multitudes crossed Eads Bridge for their liquor in spite of the Illinois law which prohibited Sunday selling. The saloon element has been pretty much in control of the town, from all I can learn. I have these facts both from observations as a neighbor, and from good citizens, not necessarily prohibitionists. One cannot visit East St. Louis without seeing at a glance that saloons are more numerous than schools and churches. That in itself would indicate how much control the liquor interests have over the city.

This, too, has helped bring about the situation which resulted in the massacre



of Negroes both May 28 and July 2. The undesirable Negro element, like the undesirable white element, was used by self-seeking politicians. In order to be able to control that element the politicians had to make concessions. Evil dives were permitted. Lawless Negroes were protected. All too frequently the St. Louis papers reported outrages committed upon white women by Negroes in East St. Louis. There were robberies and stabblings and shootings of white men at frequent intervals. Yet criminals were not punished. They were "taken care of." This helped stir the ill will of the better element among the white population.

There were grumblings on the part of laboring people at the increased number of Negro workers who were coming into the city. But there was no open or pronounced hostility, although there were old scores to settle, from the day when some 2,500 white workers went on strike in the packing plants last summer and Negroes were imported to take their jobs. According to the former president of the Central Trades and Labor Union of East St. Louis, at that time Negroes were imported in box-cars and given the jobs held by striking white workers. When the strike was over about 800 of the Negro strikebreakers were retained and the white strikers lost those places.

In speaking to a man connected with the stockyards the same facts were brought out. This man has a specialized work to do which can not be done by Negroes. In fact, it can not even be done by white men, excepting as they receive his special training. He could speak dispassionately, for his job was not threatened by the black workers. He said:

"Of course, no one can condone this killing of innocent Negro men and women and children. It is terrible. I saw it on Monday night and I never want to see such a sight again. But here is the situation: The Negroes are not only taking the places of common laborers in the packing plants, but they are beginning to take the places of the skilled workers. The packers, no doubt, want to fill their plants ultimately with black labor. They are angry because the white workers beat them in a strike and obtained two and a half cents an hour increase. The packers are charging wholesalers five cents a pound more for meat than they did a year ago. They do not take into consideration the fact that everything is so high and the men cannot live on what they used to make. They want to give the places of the white workers to Negroes because they work for lower wages. They live in shanties which a white man could not occupy. Their wives wash clothes and their children work. A white man wants his children to get some

education and would not think of sending his wife to work. He must demand higher wages. The employers who bring the Negroes here in carloads are responsible for the terrible situation which has arisen."

The employers insist that they do not encourage Negro immigration and absolutely deny that they import Negroes. They insist that there are not enough white workers to take the jobs. They point to the fact that since the Negroes left East St. Louis, on July 2, and that entire week, four important industries have entirely shut down. When asked why it is that Negroes do come in such large numbers to East St. Louis, they say that the lure of better wages than the South pays attracts them."

The employers insist that they do not encourage Negro immigration or import them, and it is not like them to accept any responsibility for sociological disorganization; the \$ mark is that most of them see, like modern war, commercial advantages, the reaching out for control of markets, supplies of raw material and raw laborers that can be exploited, so all the large cities are overrun with Negroes following the trend of those induced to migrate so that the employing class can substitute supply and demand for contractual relations and cheapen labor, and lower the grade of the American citizen, all for the purpose of greater profits, while they organize as one to control price and compel tribute from the common public. The common people will have democracy when they fight for it, and they will not need to go to Europe to find the autocratic enemy.

Now the organizations in train service are confronted with the East St. Louis problem if there is anything behind the talk current about substituting colored for white firemen.

#### THE DRAFT AND TRAINMEN

The President, in outlining the policy of the Government, intimated that men needed in the essential fields of labor, such as the railroads, very essential factors in carrying out the needs of the Government in the movement of troops and the vast material needed to maintain it, but up to the day of the actual draft there is no information as to what class, if any, will be exempted on the ground of class of needed service, and we are

left to discuss the question from the standpoint of the apparent desire of the employing class to substitute regardless of race, color, experience, fitness, men and women, with two points in view, lower wages and an open shop as the employer designates it, but in fact a drive at organized labor.

A large number of the locomotive firemen and railroad brakemen are of the draft age, and their names will be drawn in the lottery, and if they are to respond and take their places in the ranks, it follows that substitutes must be found. This would be a very unfortunate thing for the very important service of transportation; but if it is the policy of the Government to draft the railroad employees, then there should be an understanding between the Government, the managers of the railroads, and the heads of the organizations in train service as to the conditions affecting employees in train service. If drafted and they enter the service as a soldier, what rights does he retain with the road when discharged from the Army. Shall the substitute, if there be one, receive the standard of wage in vogue for those remaining in service?

#### COMMON AGREEMENT

Mr. Thomas, the British representative, when here stated that by common agreement the prevailing wage was paid to all substitutes, and that after 127,000 railroad men had enlisted and disorganized the service. That no more men should be taken from the service without an understanding that they could be spared; the cautionary condition fixed to prevent getting rid of a labor leader was, that the youngest in the service should be first to leave the service of the road. This would not apply in our draft system, but some cautionary measure should be adopted to prevent discrimination.

While there is an evident desire upon the part of many employers to resort to every means by the use of substitutes to undermine the organizations of labor, Mr. Thomas says that the labor organizations in Great Britain have more than doubled their number since the war began, and we believe that an increase

rather than decrease in their number and influence is sure to follow here, and the employing class will furnish the special incentive for growth; but to avoid trouble as much as possible, we should have an understanding between railroad managers and our official representatives, so that the interests of both may be conserved and maintain peace, preserve the honor of both interests, and render the best possible service to the public.

The negroes in railroad service, with an evidence of a purpose to push them forward as substitutes for white men, would mean a serious problem, and we cannot believe that the railroad managers will allow any spleen against the organizations to induce them to inject an element not only of discord, but which would ultimately lower the intellectual qualities of those who must be entrusted with heavy responsibilities, as such a policy would prevent the most desirable from entering the service.

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#### Strike Still On

It has been reported to the Grand Office that members of the B. of R. T., B. of L. F. & E., and B. of L. E. are working on the Jonesboro, Lake City and Eastern Railway, where a strike was called June 25, 1915, and which is still in effect.

The attention of the Brothers who are employed on that road is directed to Section 51 of the Statutes, which says, "Any member of the B. of L. E. who takes the place of anyone engaged in a strike recognized as legal by the B. of L. E., shall be expelled when proven guilty, and shall forever be ineligible for readmittance to the Brotherhood."

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#### Positions Wanted

We are receiving numerous calls at the Grand Office for engineers. Any engineer wishing employment should correspond with W. B. Prenter, F. G. E., Room 1118 Engineers' Building, Cleveland, O.

Those who have filed applications prior to 1917, and still desire employment, are requested to again apply, giving their present address.

### Links

MEMORIAL services were held June 10, in Odd Fellows Hall, Houston, Texas, for the deceased members of Divs. 139 and 366, of the B. of L. E., and Div. 251 of the G. I. A.

The ceremony was beautifully impressive throughout. When the names of the deceased members were called, a white carnation was fastened to a floral cross for each deceased member of the B. of L. E., and a pink carnation for each deceased member of the G. I. A., 27 white and 7 pink carnations in all.

Bro. J. E. Green, minister as well as engineer, spoke feelingly and tenderly of those who had gone before. They had all been personal friends of his.

Div. 251 of the G. I. A. will endeavor to make the memorial service an annual event in the future.

MEMBER OF DIV. 251.

JOINT memorial services were held recently by the four train service Brotherhoods, at Duluth, Minn., in memory of our deceased Brothers. The different Orders were represented by B. of L. E. Div. 395, B. of L. F. & E. Lodge 519, B. of R. T. Lodges 569 and 831, and members of the O. R. C.

The attendance was large. In an address by Rev. R. E. Layes, he commended the purpose of our meeting, and dwelt upon the law of God that provides a reward for all good acts of mankind.

This was the first joint memorial service of the four train service Brotherhoods ever held in Duluth. Fraternally,

G. F. WATSON, C. E. Div. 395.

JUNE 28, the members of the B. of L. Divs. 139 and 366, and G. I. A. Div. 251, met at Sister A. Del Homme's home and marched in a body to the home of Brother and Sister S. B. French, the occasion being a surprise party on their birthdays; Brother French's occurring on the 27th and Sister French's on the 28th. The large number of friends assembled showed the high esteem in which both are held, and many were the heartfelt expressions of good-will from those present. There was music and also contests to keep you

guessing, in one of which Sister R. C. Canterbury won a valuable prize, a basket of vegetables. After spending a delightful evening we departed, wishing our host and hostess many happy birthdays, and expressing the hope that the young-hearted couple would never grow old.

A MEMBER OF DIV. 251.

THE fifth annual union memorial service of Sam Sloan Div. 276, B. of L. E., and Mrs. Halstead Div. 82, G. I. A., was held on June 10, 1917. The attendance was a liberal one, and the addresses by Rev. Dr. Sawtelle and Rev. Thos. J. Delahant were both entertaining and instructive. Further entertainment was provided in a good musical program, in which the Y. M. C. A. Glee Club took a prominent part. The benediction was pronounced by Samuel Warr, and the distribution of flowers was made by Lucelia Swartz, who was flower girl.

C. P. ASHELMAN, Div. 276.

At a meeting of the official board of the B. C. R. & N. R. R. Employees Association, held in Cedar Rapids, Ia., at 7:30 p. m., July 12, 1917, it was decided, that owing to the war with Germany and the many patriotic duties requiring so much time and attention from the men and women of America, and that the railroads need the constant efforts of all their employees to enable them to effectively assist the Government in the present emergency, it would not be advisable to attempt to hold a reunion this year (1917), but hopes were expressed that the Association may meet next year (1918), to celebrate another reunion and also a victory for world democracy. P. W. H.

MORE than 5,000 persons, at liberty under suspended sentences imposed by federal judges, were excused from returning to custody June 15 by a proclamation of the President granting them "full amnesty and pardon." Federal judges have been suspending sentences and putting prisoners on probation for years, but last December the Supreme Court held that they had no power to do this. All persons at liberty under such sentences would have had to return to custody except for the

President's action. "Many of these persons," said the President, "are leading blameless lives and have re-established themselves in the confidence of their fellow citizens."

### SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Secretary-Treasurer of their Division immediately.

115—H. H. Jackson.

Anyone knowing the whereabouts of J. J. Cody, Div. 591, whose last address was Bonne Terre, Mo., will confer a favor by corresponding with Frank Myers, S.-T. Div. 591, 610 N. Stanton street, El Paso, Texas.

Anyone knowing the whereabouts of Jay Thompson, age 58 years, about 5 feet 8 inches tall, weight about 160 lbs., hair sandy gray, blue eyes, left arm slightly crippled, who left Vancouver, Wash., about January 10, 1917, last heard of at Bakersfield, Cal., March of this year, will confer a favor by corresponding with C. M. Humphreys, S.-T. Div. 361, 1108 O Ave., La Grande, Ore.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Cleveland, O., June 22, apoplexy, Bro. Chas. S. Dodge, member of Div. 15.

Bloomington, Ill., June 30, heart failure, Bro. F. S. Padget, member of Div. 19.

Camden, N. J., May 23, uremia, Bro. John Stanton, member of Div. 22.

Evanston, Ill., June 24, paralysis, Bro. Robert Jennings, member of Div. 24.

Williston, O., May 30, heart trouble, Bro. C. Thompson, member of Div. 34.

Mattoon, Ill., June 14, cancer, Bro. A. M. Garner, member of Div. 37.

Portland, Ore., June 22, Bro. J. McLellan, member of Div. 40.

Hornell, N. Y., June 15, paralysis, Bro. S. Veasey, member of Div. 47.

Rensselaer, N. Y., June 23, suicide, Bro. Chas. O. Spencer, member of Div. 59.

Melrose, Mass., June 23, acute melancholia, Bro. E. H. Given, member of Div. 61.

Lowell, Mass., June 16, general breakdown, Bro. C. W. Howe, member of Div. 61.

Columbus, O., June 22, fractured skull, Bro. Jeff Shadle, member of Div. 72.

Columbus, O., June 15, heart trouble, Bro. J. W. Davis, member of Div. 72.

New Haven, Conn., June 16, Bro. E. B. Edwards, member of Div. 77.

Cheyenne, Wyo., June 6, pneumonia, Bro. Thos. Reid, member of Div. 115.

Escanaba, Mich., June 21, heart failure, Bro. Wm. H. Yockey, member of Div. 116.

New York City, June 6, cirrhosis of liver, Bro. R. Jennings, member of Div. 145.

Sparks, Nev., May 12, kidney trouble, Bro. E. G. White, member of Div. 158.

Sparks, Nev., April 12, locomotor ataxia, Bro. F. H. Coker, member of Div. 158.

Baltimore, Md., June 26, paralysis, Bro. C. F. Morgan, member of Div. 160.

San Francisco, Cal., June 29, hemorrhage, Bro. A. A. Campbell, member of Div. 161.

Bellaire, O., June 20, scalded, Bro. Wm. R. Rice, member of Div. 170.

N. Fond du Lac, Wis., June 29, chronic nephritis, Bro. Thos. F. Irving, member of Div. 185.

Salida, Colo., Jan. 14, stomach trouble, Bro. Geo. E. Baldwin, member of Div. 199.

Atlanta, Ga., Jan. 25, Bro. F. B. Bosworth, member of Div. 207.

Springfield, O., June 25, killed, Bro. C. H. Littler, member of Div. 208.

Macon, Ga., June 16, heart failure, Bro. E. W. Waterhouse, member of Div. 210.

Roodhouse, Ill., June 15, ulcer of stomach, Bro. Wm. Christian, member of Div. 220.

Chicago, Ill., July 12, pulmonary tuberculosis, Bro. R. A. Williams, member of Div. 231.

Livingston, Mont., July 3, typhoid fever, Bro. I. J. Williams, member of Div. 232.

Altoona, Wis., April 15, derailment of engine, Bro. T. H. Burns, member of Div. 241.

Elkhart, Ind., July 4, cerebral hemorrhage, Bro. O. F. Bender, member of Div. 248.

Fort Wayne, Ind., July 7, pulmonary hemorrhage, Bro. L. G. Kitselman, member of Div. 248.

Sunbury, Pa., June 25, uremic poisoning, Bro. D. C. Blank, member of Div. 250.

Trinidad, Colo., June 4, pernicious anemia, Bro. Arthur Goodyear, member of Div. 251.

Jamaica, L. I., July 1, liver trouble, Bro. M. J. McCarthy, member of Div. 269.

Greenport, L. I., N. Y., June 24, cancer, Bro. E. Miller, member of Div. 269.

Richmond Hill, L. I., July 10, cancer, Bro. Joseph P. Cramer, member of Div. 269.

Grand Rapids, Mich., June 29, ulcers, Bro. Ed. Hoff, member of Div. 286.

New Brighton, Pa., June 11, general breakdown, Bro. S. L. Malone, member of Div. 293.

Saginaw, Mich., June 20, killed, Bro. John C. Kull, member of Div. 304.

Laredo, Texas, June 4, heart trouble, Bro. Wm. Eitt, member of Div. 307.

Portsmouth, Va., June 30, head-on collision, Bro. H. C. Gaskins, member of Div. 331.

Montgomery, Ala., June 24, derailment of engine, Bro. R. G. Morgan, member of Div. 332.

Montgomery, Ala., June 24, derailment of engine, Bro. H. B. Hunter, member of Div. 332.

Raleigh, N. C., June 30, head-on collision, Bro. S. G. Linkous, member of Div. 339.

Raleigh, N. C., June 25, stomach trouble, Bro. W. W. Robbins, member of Div. 339.

Taylor Falls, Minn., July 3, heart failure, Bro. F. S. Gibbs, member of Div. 349.

Kane, Pa., July 6, injuries received in accident, Bro. P. Diffenderfer, member of Div. 350.

Johnson City, Tenn., Aug. 23, 1916, old age, Bro. C. C. Owen, member of Div. 368.

Chicago, Ill., June 13, typhoid fever, Bro. Harry D. Waring, member of Div. 372.

Portsmouth, O., June 6, cancer, Bro. W. H. Whitaker, member of Div. 375.

Buffalo, N. Y., June 17, bowel trouble, Bro. Mike Slattery, member of Div. 382.

Birmingham, Ala., June 30, tuberculosis, Bro. W. F. Edwards, member of Div. 436.

Toledo, O., July 2, apoplexy, Bro. A. A. Marshall, member of Div. 457.

Arkansas City, Kan., June 13, killed, Bro. J. A. Hall, member of Div. 462.

Arkansas City, Kans., June 13, head-end collision, Bro. G. W. Rain, member of Div. 462.

National Military Home, Kan., June 4, parenchymatous nephritis, Bro. S. W. Jennings, member of Div. 471.

Covington, Ky., June 25, Bro. F. B. Lindsey, member of Div. 473.

Grand Junction, Colo., June 22, engine turned over, Bro. C. F. Gibbs, member of Div. 488.

Covington, Ky., April 21, heart failure, Bro. E. B. Talley, member of Div. 489.

East St. Louis, Ill., June 10, peritonitis, Bro. L. J. Moore, member of Div. 512.

St. Paul, Minn., July 5, valvular heart trouble, Bro. Wm. Churchill, member of Div. 516.

Stroudsburg, Pa., June 14, acute indigestion, Bro. John Adams, member of Div. 521.

Valley Junction, Iowa, June 21, chronic myocarditis, Bro. L. G. Krull, member of Div. 525.

Houma, La., June 22, old age, Bro. Geo. Williams, member of Div. 531.

Petersburg, Va., June 14, Bright's disease, Bro. C. Brister, member of Div. 532.

Fort Wayne, Ind., June 11, dropsy, Bro. T. J. Blakely, member of Div. 548.

Sedalia, Mo., July 8, softening of brain, Bro. W. H. Willis, member of Div. 556.

Fort William, Ont., Can., June 18, killed, Bro. Hugh Gwynne, member of Div. 562.

Prince Edward Island, Can., July 6, Bro. Harry B. Ryan, member of Div. 589.

Champaign, Ill., July 4, uremic poisoning, Bro. W. S. Scudder, member of Div. 602.

Marion, Ill., June 22, heart disease, Bro. A. J. Reed, member of Div. 606.

St. Louis, Mo., June 7, accidentally killed, Bro. Warren V. Decker, member of Div. 611.

Portage, Wis., July 7, locomotor ataxia, Bro. John W. Woodman, member of Div. 618.

Prescott, Ariz., May 26, crushed between cars, Bro. G. Arthur Morris, member of Div. 647.

Pittston, Pa., July 5, neuralgia of heart, Bro. Geo. Hapeman, member of Div. 673.

W. Duluth, Minn., June 12, paralysis, Bro. Edward Hambley, member of Div. 677.

Chicago, Ill., July 6, blood poison and pneumonia, Bro. Martin Pasowicz, member of Div. 683.

Elmhurst, Ill., June 9, cancer, Bro. Wm. Bowman, member of Div. 683.

Bayonne, N. J., June 23, operation, Bro. Charles Ditzel, member of Div. 688.

Mooresville, Mo., May 15, tuberculosis, Bro. C. D. Comstock, member of Div. 713.

Salt Lake City, Utah, June 12, Bro. John F. Collins, member of Div. 713.

Bluffs, Ill., June 22, cancer, Bro. S. R. Clark, member of Div. 720.

Erwin, Tenn., July 1, injured in wreck, Bro. C. E. Dehaven, member of Div. 781.

Trenton, Ont., Can., June 19, typhoid pneumonia, Bro. W. Johnston, member of Div. 852.

Pine Bluff, Ark., June 27, paralysis, Bro. John Crowley, member of Div. 858.

Altoona, Pa., June 23, Mrs. Mary L. Lynch, wife of Bro. G. W. Lynch, member of Div. 730.

Philadelphia, Pa., June 28, Clare V. Sturmer, daughter of Bro. G. W. Sturmer, member of Div. 353.

Louisville, Ky., June 27, heart failure, Edwin C. Gray, son of Bro. A. C. Gray, member of Div. 485.

New Orleans, La., July 7, Julia Johnson, daughter of Bro. Ralph Johnson, member of Div. 196.

Miami, Fla., April 9, Mrs. R. D. Niles, wife of Bro. R. D. Niles, member of Div. 239.

#### ADMITTED BY TRANSFER CARD

##### Into Division—

- 2—F. D. Mayer, from Div. 650.
- 3—H. P. Wagner, from Div. 642.
- 58—Wm. Layman, from Div. 709.
- 61—E. G. West, from Div. 191.
- 76—Eddie Jones, from Div. 635.
- Peter Butcher, from Div. 667.
- 100—Hamilton F. King, from Div. 712.
- 112—W. H. Saunders, D. G. Simpson, from Div. 191.
- 156—J. H. Snyder, from Div. 365.
- 167—T. P. Whelan, from Div. 447.
- 192—C. E. Cowell, from Div. 731.
- 199—O. P. Cady, from Div. 488.
- 227—W. F. Bartlett, from Div. 152.
- 260—C. B. Cook, from Div. 329.
- 276—John Evans, from Div. 306.
- 302—Chas. Zindel, from Div. 580.
- 309—C. A. Kentner, from Div. 256.
- 319—J. H. Brooks, from Div. 308.
- 386—J. S. Savage, from Div. 432.
- 392—J. P. Driscoll, from Div. 673.
- W. C. Abbott, from Div. 669.
- 432—R. B. Rushton, from Div. 353.
- 441—John Sweeney, from Div. 14.
- 471—E. E. Stucker, from Div. 677.
- 487—Chas. W. Jones, from Div. 423.

532—T. H. Isbell, from Div. 513.  
 542—G. C. Redhead, from Div. 3.  
 563—A. H. Johnson, from Div. 760.  
 578—G. W. Sheely, from Div. 502.  
     Wm. Solomon, from Div. 261.  
     B. B. Eidson, from Div. 111.  
 583—Frank J. Morris, from Div. 680.  
 592—E. A. Raxter, from Div. 17.  
 615—C. L. Adams, from Div. 591.  
 624—J. L. Beckley, from Div. 869.  
 627—Lewis M. Rowan, from Div. 236.  
 642—J. P. Delaney, W. J. Delaney, G. F. Ramsey,  
     H. C. Van Wormer, from Div. 107.

648—H. Arnett, from Div. 649.  
 667—Wm. Noble, from Div. 509.  
 667—Wm. T. Emerson, from Div. 836.  
 706—J. W. Hornsby, from Div. 368.  
     R. F. Stubbs, from Div. 498.  
     J. L. Austin, from Div. 786.  
 711—J. B. Criswell, from Div. 703.  
     Bernard Madison, from Div. 44.  
 715—O. J. Kramer, from Div. 583.  
 721—J. C. Conroy, from Div. 736.  
 734—Harry Pearson, from Div. 505.  
 739—M. H. Bon, from Div. 236.  
 740—Walter H. Walker, from Div. 261.  
 748—J. W. Reynolds, from Div. 591.  
     T. E. Julien, from Div. 199.  
 764—Louis Blair, from Div. 847.  
 766—O. L. Pfeiffer, from Div. 660.  
 790—J. F. Davis, from Div. 294.  
 796—J. G. Dempster, from Div. 816.  
 810—C. A. Smith, from Div. 111.  
 832—W. H. Chapman, from Div. 818.  
 837—A. Dewar, from Div. 460.  
 865—Thos. J. Coulehan, from Div. 192.  
 867—F. A. Norton, from Div. 77.  
 870—George Palmer, from Div. 228.  
     J. C. Grow, from Div. 283.  
     O. S. Dean, from Div. 713.  
 871—Arthur Anderson, W. W. Atwood, J. D. Butler,  
     John A. Burke, W. C. Campbell, W. D. Eads,  
     H. A. Finniester, S. B. Harmon, Geo. W. Hilton,  
     Robt. L. Harris, J. N. McCarty, R. W.  
     Munpin, Paul D. O'Brien, O. E. Plumbie,  
     Chas. L. Pack, Earl Prosser, W. G. Reese,  
     Fred Stottlemire, J. H. Smith, R. L. Smith,  
     L. W. Smith, A. J. Tucker, Lee Watkins,  
     from Div. 290.  
 872—Richard Butler, John F. Brady, Frank Choate,  
     Martin Comfort, Thos. F. Conway, J. W.  
     Dickens, Thos. Faragher, Roy Frothingham,  
     Thos. J. Gallagher, Albert A. Kamm, Geo. W.  
     Long, Frank McMahon, C. Meyer, U. W.  
     Merr, Geo. McDormitt, Frank Purcell, Dan  
     Rooney, E. A. Schmaldt, Otto Schroeder,  
     Wm. E. Sleep, R. Schultz, Wm. Sullivan,  
     Geo. B. Williams, Geo. Wheeler, from Div. 176.

### WITHDRAWALS

From Division—	From Division—
26—T. A. Taylor.	296—W. R. Harpley.
36—C. S. McKnight.	390—J. W. McReynolds,
40—S. A. Walker.	Albert S. Erskine.
60—John Thompson.	422—Wm. A. Baker.
126—J. S. Perkins.	445—J. W. Thomason.
133—Wm. Beattie.	497—Eugene R. Smith.
156—W. S. Cooper.	511—J. R. Cooper.
171—Oliver H. York.	696—C. R. Askes.
214—J. H. Cochran.	744—Willbur Davenport.
225—C. Loyd.	827—F. E. Dyess.

### REINSTATEMENTS

Into Division—	Into Division—
71—Horace Wooden.	309—H. A. Wagner,
73—John Brimer.	W. H. Coleman.
79—Ralph W. Cook.	317—S. J. Irby.
116—A. G. Kiasick.	338—Elmer T. Haire.
156—W. H. Brewer,	339—Geo. E. Croes.
Tom Booker.	E. W. Burbee.
181—Weldy Lutz.	J. M. Stoker.
182—Chas. Fitzgerald.	361—Terry Trowbridge.
183—Peter Katzenstein.	363—John W. Hornsby,
236—J. J. Perry.	H. H. Haire.
255—James H. Hayman.	375—W. W. Smith.
264—G. R. Frey.	399—John T. Monahan.
281—J. A. Kline.	404—Wm. Keen.

428—Chas. W. Jones	660—O. L. Pfeiffer.
449—J. C. Beck.	672—Clarence Besheard,
477—J. E. Blake.	J. S. Willis.
506—Harry Pearson.	678—J. P. Driscoll.
513—T. H. Isbell.	682—W. W. Shebeck.
521—Earl W. Bird.	683—John A. Billings.
535—O. Nelson.	713—T. H. McLaughlin,
536—Henry J. Darton.	D. B. Tripp.
562—Geo. Ferguson.	764—R. J. Campbell.
579—D. R. McDougal.	794—Wm. Barnard.
682—C. W. Taylor.	849—B. B. Shackelford.
638—L. T. Norwood.	

### EXPELLED

#### FOR NON-PAYMENT OF DUES

From Division—	From Division—
3—C. H. Grossman.	276—Andrew J. Decker.

#### FOR OTHER CAUSES

From Division—

11—Wm. Lowder, failing to take out insurance.  
 13—H. J. Moran, forfeiting insurance.  
 41—W. L. Buzzard, non-payment of insurance.  
 64—John T. Murphy, forfeiting insurance.  
 80—John A. Nehring, forfeiting insurance.  
 89—Gordon Richmond, Harold B. Tucker, forfeit-  
     ing insurance.  
 90—J. H. Steward, forfeiting insurance.  
 96—N. C. Knudson, forfeiting insurance.  
 97—B. L. Hopping, E. D. Robeson, forfeiting in-  
     surance.  
 153—A. W. Niles, violation Sec. 52, Statutes.  
 167—G. B. Kent, non-attendance.  
 170—G. H. Glenn, forfeiting insurance and non-at-  
     tendance.  
 175—J. E. Maloney, forfeiting insurance.  
 179—Wm. F. McClain, forfeiting insurance.  
 205—John A. Shields, forfeiting insurance.  
 233—S. H. Hammersla, forfeiting insurance.  
 264—L. J. Mertz, non-payment of insurance.  
 286—H. A. Jackson, non-payment of insurance.  
 300—Ed. Lemond, forfeiting insurance.  
 307—W. E. Richmond, forfeiting insurance.  
 309—A. L. Sparkman, W. J. Lord, non-payment of  
     insurance.  
 317—Dennis Crogin, violation Sec. 52, Statutes.  
     W. S. Wood, forfeiting insurance.  
 333—John L. Lobeski, C. R. Howe, D. E. Holmes,  
     non-payment of insurance.  
     F. Schening, not corresponding with Division.  
 339—D. C. Shields, W. A. Williams, A. H. Wilborn,  
     forfeiting insurance.  
 394—Frank M. Smith, Chas. F. Shaw, forfeiting  
     insurance.  
 416—J. J. Gibbs, forfeiting insurance.  
 435—Wm. McL. Blue, J. M. Vining, forfeiting in-  
     surance.  
 436—J. B. Butler, forfeiting insurance.  
 443—Chester Shelton, forfeiting insurance.  
 482—T. Reardon, not corresponding with Division.  
 497—P. J. Quinn, forfeiting insurance.  
 544—Wm. Murphy, forfeiting insurance.  
 554—Monroe Pruett, forfeiting insurance.  
 563—Wm. R. Smith, not corresponding with Division.  
 599—J. H. Snyder, forfeiting insurance.  
 623—B. N. Crowley, non-payment of insurance.  
 624—B. J. Doyle, non-payment of insurance.  
 632—N. J. Dalton, violation of obligation.  
 656—A. F. Mossman, C. N. Flint, forfeiting insur-  
     ance.  
 662—C. E. Stapleton, forfeiting insurance.  
 696—D. W. Scoville, forfeiting insurance.  
 699—W. J. Henry, forfeiting insurance.  
 705—Hugh J. Barron, violation Sec. 57, Statutes.  
 724—John O. Stoner, forfeiting insurance.  
 744—Carl C. Nafziger, failing to correspond with  
     Division.  
 754—E. D. Chaille, forfeiting insurance.  
 755—L. H. Ober, D. McBride, forfeiting insurance.  
 756—L. M. Grasley, non-payment of insurance.  
 786—H. P. Aderhold, failing to correspond with Di-  
     vision and forfeiting insurance.  
 794—G. M. Morton, forfeiting insurance.  
 840—O. D. Meerve, non-payment of insurance.

The expulsion of John Wonderly from Div. 221, which appeared in July JOURNAL, has been declared illegal by G. C. E.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 237-240

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Aug. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
172	W. L. McKarsie...	50	782	Dec. 10, 1900	June 2, 1917	Nephritis.....	\$3000	Esther McKarsie, w.
173	Wm. Wagoner....	36	221	Mar. 19, 1913	June 11, 1917	Killed.....	1500	Agnes B. Wagoner, w.
174	E. B. Edwards....	61	77	May 4, 1891	June 16, 1917	Killed.....	1500	Corabelle Edwards, w.
175	Wm. Lake.....	63	171	Jan. 13, 1886	June 1, 1917	Cirrhosis of liver.....	3000	Annie E. Lake, w.
176	Chas. S. Jones....	50	432	Oct. 27, 1900	June 9, 1917	Gastric hemorrhage.....	3000	Laura A. Jones, w.
177	W. V. Decker....	54	611	Jan. 4, 1902	June 7, 1917	Killed.....	3000	Mary Decker, w.
178	E. W. Waterhouse	71	210	Aug. 23, 1887	June 16, 1917	Heart failure.....	4500	M. L. Waterhouse, w.
179	L. C. Guest.....	66	221	Sept. 19, 1898	June 7, 1916	Blind both eyes.....	3000	Self.
180	H. D. Waring.....	39	372	Mar. 24, 1912	June 13, 1917	Typhoid fever.....	1500	Florence Waring, w.
181	E. L. Winslow....	44	788	Apr. 7, 1907	June 9, 1917	Pneumonia.....	3000	Minnie B. Winslow, w.
182	C. Reed.....	47	10	May 14, 1905	June 1, 1917	Paralysis.....	1500	MaeShanvall, aff'd w.
183	Jeff Shadle.....	43	72	Nov. 15, 1916	June 22, 1917	Killed.....	1500	Lucy F. Shadle, w.
184	C. Brister.....	47	582	Nov. 30, 1902	June 14, 1917	Abscess of liver.....	1500	Mary S. Brister, w.
185	C. E. Emerson....	48	437	Mar. 16, 1899	June 8, 1917	Killed.....	1500	Mary E. Pickens, s.
186	Jas. A. Hall.....	30	462	Apr. 18, 1910	June 13, 1917	Killed.....	1500	Mable Hall, w.
187	Wm. Christian....	43	220	Mar. 1, 1909	June 15, 1917	Ulcer of stomach.....	1500	Sisters.
188	C. M. Hernandez..	45	84	July 26, 1914	May 30, 1917	Oedema of lungs.....	1500	Eve'n L. Hernandez, d.
189	G. D. Folsom.....	71	31	Mar. 1, 1868	June 21, 1917	Exhaustion.....	3000	Anna M. Folsom, w.
190	Stephen Veasey..	30	47	Apr. 28, 1887	June 15, 1917	Cerebral hemorrhage.....	1500	Mary Gardner, d.
191	L. J. Moore.....	39	512	Feb. 14, 1915	June 10, 1917	Peritonitis.....	1500	Hilda W. Moore, w.
192	Chas. O. Spencer..	64	59	July 13, 1891	June 23, 1917	Asphyxiation.....	1500	Cornelia Spencer, w.
193	Walter W. Bell..	67	419	Sept. 22, 1896	June 13, 1917	Cardiac dilatation.....	3000	Fanny Taylor, n.
194	H. W. Linkous....	63	301	June 3, 1897	June 20, 1917	Angina pectoris.....	1500	Ellen J. Linkous, w.
195	Wm. R. Price.....	62	170	Apr. 19, 1897	June 20, 1917	Killed.....	3000	Elizabeth Price, w.
196	F. A. Brady.....	48	360	May 14, 1905	June 6, 1917	Killed.....	3000	Belle Brady, w.
197	Louis G. Krull....	68	525	Mar. 1, 1883	June 21, 1917	Myocarditis.....	3000	Kristina Krull, w.
198	C. S. Dodge.....	59	15	June 14, 1892	June 22, 1917	Arterio sclerosis.....	1500	Jennie F. Dodge, w.
199	Geo. W. Ray.....	42	16	Apr. 16, 1907	June 28, 1917	Right leg amputated.....	4500	Self.
200	S. W. Jennings..	59	471	May 26, 1903	June 4, 1917	Nephritis.....	750	Belle Jennings, w.
201	Chas. Thompson..	47	34	May 3, 1903	May 30, 1917	Arterio sclerosis.....	1500	Ada Thompson, w.
202	Chas. H. Littler..	44	208	May 4, 1902	June 25, 1917	Killed.....	3000	Gertrude Littler, w.
203	Frank M. Wendell	38	671	Apr. 2, 1909	June 11, 1917	Bright's disease.....	1500	Alice B. Wendell, w.
204	Thos. F. Irving..	60	185	Oct. 5, 1896	June 29, 1917	Nephritis.....	1500	Maggie Irving, w.
205	W. B. Hunter.....	30	332	May 23, 1912	June 24, 1917	Killed.....	1500	Tommie Hunter, w.
206	R. G. Morgan.....	53	332	May 7, 1887	June 24, 1917	Killed.....	3000	Una L. Morgan, w.
207	Chas. F. Gibbs....	48	488	June 28, 1910	June 22, 1917	Killed.....	1500	Mamie M. Gibbs, w.
208	Chas. F. Morgan..	61	160	Sept. 7, 1902	June 27, 1917	Paralysis.....	1500	Ida W. Morgan, w.
209	Wm. H. Yockey....	62	116	May 21, 1897	June 21, 1917	Mitral regurgitation.....	3000	Ella B. Yockey, w.
210	Wm. Johnston....	27	852	Feb. 24, 1917	June 19, 1917	Pneumonia.....	1500	Mildred Johnston, m.
211	John D. Adams....	54	521	Nov. 12, 1911	June 14, 1917	Pulmonary edema.....	1500	Daughters.
212	Chas. E. Ditzel..	35	688	Mar. 23, 1913	June 23, 1917	Gallstones.....	1500	Florence H. Ditzel, w.
213	D. C. Blank.....	71	250	Mar. 12, 1894	June 25, 1917	Uraemic poisoning.....	3000	Wife and children.
214	Geo. E. Miller....	63	269	Feb. 1, 1892	June 24, 1917	Cancer.....	1500	Phoebe E. Miller, w.
215	E. S. Scudder....	80	602	Aug. 25, 1870	July 4, 1917	Uraemic poisoning.....	3000	Mary E. Scudder, w.
216	W. F. Edwards....	27	436	June 20, 1912	June 30, 1917	Tuberculosis.....	1500	W. J. Edwards, f.
217	Warren Ellis....	71	166	June 14, 1888	July 4, 1917	Apoplexy.....	4500	Louisa Ellis, w.
218	A. A. Marshall....	79	457	Feb. 3, 1883	July 2, 1917	Cerebral hemorrhage.....	3000	Margie Marshall, w.
219	George Hapeman..	57	673	Oct. 5, 1892	July 5, 1917	Neuralgia of heart.....	1500	Anna E. Hapeman, w.
220	L. G. Kitselman..	60	248	Mar. 3, 1904	July 7, 1917	Pulmonary hemorrhage.....	1500	Saman'a Kitselman, w.
221	O. F. Bender.....	56	248	Sept. 25, 1904	July 4, 1917	Cerebral hemorrhage.....	1500	Malissa J. Bender, w.
222	I. M. McLellen....	60	40	Nov. 26, 1905	June 22, 1917	Nephritis.....	1500	Eunice E. McLellen, w.
223	A. J. Reed.....	59	606	Dec. 6, 1886	June 22, 1917	Dilatation of heart.....	1500	Kate A. Reed.
224	Edward Hamblly..	35	677	Sept. 26, 1906	June 11, 1917	Paresis.....	1500	Melissa Hamblly, m.
225	Wm. Churchill....	57	516	Sept. 5, 1909	July 5, 1917	Heart disease.....	1500	Adaly P. Churchill, w.
226	Harry C. Gaskins.	46	331	June 2, 1901	June 30, 1917	Killed.....	4500	Mary E. Gaskins, w.
227	J. R. Swisher....	44	97	Mar. 18, 1900	June 15, 1916	Blind right eye.....	1500	Self.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
228	W. C. Van Name.	60	269	Oct. 26, 1906	July 7, 1916	Blind left eye.....	\$1500	Self.
229	Wilson Henry.....	66	545	July 31, 1884	Mar. 16, 1917	General debility.....	3000	Jennie M. Hinch, d.
230	Hugh Gwynne.....	51	562	July 18, 1904	June 18, 1917	Killed.....	750	Mary Gwynne, w.
231	S. R. Clark.....	84	720	Feb. 1, 1868	June 22, 1917	Cancer of bladder...	3000	Wife and son.
232	F. B. Lindsey.....	31	473	Aug. 23, 1916	June 25, 1917	Meningitis.....	1500	Vera B. Lindsey, w.
233	Robert Jennings..	71	24	Nov. 23, 1887	June 26, 1917	Arterio sclerosis.....	1500	M. B. Willard, Exr.
234	V. J. McGrath.....	35	798	Dec. 2, 1909	June 28, 1917	Appendicitis.....	1500	Doris H. McGrath, w
235	Louis C. Litz.....	58	15	Oct. 5, 1908	July 2, 1917	Endocarditis.....	1500	Children.
236	I. J. Williams.....	36	232	July 23, 1906	July 3, 1917	Typhoid fever.....	1500	Edna W. Williams, w
237	C. D. Hamlin.....	70	260	Apr. 4, 1892	July 7, 1917	Angina pectoris.....	3000	Son and grandson.
238	John W. Pluck.....	57	66	June 30, 1885	July 12, 1917	Angina pectoris.....	3000	Alice Pluck, w.
239	R. A. Williams.....	26	281	Sept. 13, 1914	July 12, 1917	Abscess of lung.....	1500	Nettie E. Williams, m
240	Geo. A. Titus.....	43	842	Feb. 25, 1906	July 13, 1917	Cerebral hemorrhage	1500	Maud Titus, w.

Total number of disability claims 4 /  
Total number of death claims 65 /

69

Total amount of claims, \$145,500.00

### Financial Statement

CLEVELAND, O., July 1, 1917.

#### MORTUARY FUND FOR JUNE

Balance on hand June 1, 1917 .....	\$205,539 70
Received by assessments Nos. 1068-1072 and back assessments.....	\$203,630 48
Received from members carried by the Association.....	2,735 00
Interest.....	1,407 00
	<u>\$207,772 48</u>
Total.....	\$207,772 48
Paid in claims.....	\$413,312 18
Balance on hand June 30.....	199,806 06
	<u>\$213,506 13</u>

#### SPECIAL MORTUARY FUND FOR JUNE

Balance on hand June 1 .....	\$847,277 91
Received in June .....	\$ 23,389 38
Interest .....	6,771 35
	<u>\$30,160 73</u>
Total .....	\$30,160 73
Paid for Liberty Bonds.....	\$877,438 64
Balance on hand June 30.....	22,500 00
	<u>\$854,938 64</u>

#### EXPENSE FUND FOR JUNE

Balance on hand June 1 .....	\$99,808 80
Received from fees .....	\$ 359 04
Received from 2 per cent.....	4,667 87
Interest.....	1,954 34
	<u>\$ 6,991 25</u>
Total.....	\$ 6,991 25
Expenses for June.....	\$106,795 06
Balance on hand June 30.....	3,214 19
	<u>\$103,580 96</u>



## Statement of Membership

FOR JUNE, 1917

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership May 31, 1917.....	1,488	43,408	121	19,886	5	4,551
Applications and reinstatements received during the month.....	1	389	..	82	..	12
Totals.....	1,484	43,747	121	19,968	5	4,563
From which deduct policies terminated by death, accident, or otherwise.....	7	146	..	59	..	22
Total membership June 30, 1917.....	1,477	43,601	121	19,909	5	4,541
Grand total.....						68,654

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 780, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,328.43.

Mrs. J. A. Tanner, niece of our late Bro. H. M. Robinson, of Div. 750, Lethbridge, Alta., Canada, amount due \$1,500.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID JULY 1, 1917.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
884	301	F. T. Keister.....	\$25 74	916	197	C. E. Chowning.....	\$262 86
*885	177	J. W. Allen, Adv.....	200 00	917	267	H. D. McCollister.....	74 29
886	538	W. M. Davis.....	11 43	918	286	J. A. McRoberts.....	37 14
887	238	Wm. Anderson.....	38 57	919	309	H. M. Agin.....	40 00
888	47	H. W. Plummer.....	30 00	920	317	J. L. Reynolds.....	94 29
889	473	E. T. Secor.....	85 71	921	317	Halberton Swan.....	27 86
890	366	J. H. Guinn.....	25 71	922	392	R. L. Murphy.....	51 43
891	444	Robt. R. Minton.....	171 43	923	400	James Rolston.....	22 86
892	4	C. S. Walton.....	100 00	924	484	J. W. Coyne.....	17 14
893	8	John Elder.....	20 00	925	738	Oscar Hawk.....	117 14
894	8	Geo. O. Holliday.....	80 00	926	745	Wm. Sill.....	30 00
895	23	J. Q. Aycock.....	105 71	927	840	J. A. Barker.....	51 43
896	130	W. P. Gilpin.....	40 00	928	129	Oley Hulse.....	154 29
897	177	Wm. W. Oven.....	14 29	929	7	John W. Gorman.....	54 29
898	183	Frank Smith.....	42 86	930	176	Philip Michand.....	162 86
899	190	J. E. Long.....	25 71	931	297	Joe Busch.....	17 14
900	190	Mike Quinlan.....	40 00	932	332	O. J. Leach.....	31 43
901	198	A. W. McKenney.....	21 43	933	339	Samuel A. Tudor.....	150 00
902	203	James F. Donahue.....	8 57	934	392	Frank H. Fandrich.....	80 00
903	267	R. G. Handley.....	20 00	935	484	George Richardson.....	34 29
904	285	John H. Kellner.....	88 57	936	489	W. S. Lane.....	17 14
905	360	James Taylor.....	100 00	937	595	M. J. Barrett.....	11 43
906	372	Emil J. Scheidler.....	20 00	938	603	Joe Langan.....	47 14
907	448	D. J. Millar.....	17 14	939	617	R. A. Dobyns.....	15 00
908	271	R. A. Lively.....	28 57	940	724	J. E. Tilton.....	28 57
909	536	L. H. Hoffman.....	15 00	941	633	Bernhard A. Lemke.....	20 00
910	582	John C. Goulding.....	109 29	942	731	P. J. Yerrick.....	38 58
911	762	E. T. Harley.....	25 71	943	476	G. L. Flint.....	22 86
912	585	A. H. Fullington.....	20 00	944	499	David S. Billsborough.....	297 14
913	181	Elmer E. Barger.....	81 43	945	514	A. Gotto.....	5 71
914	37	J. F. Nelms.....	65 71	946	8	W. E. Morrison.....	223 87
915	72	J. J. Colburns.....	347 14	947	578	E. L. Summers.....	262 87

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
948	609	A. L. Nelson.....	\$18 21	977	849	J. R. Hunter.....	\$42 87
*949	724	J. F. Ernest, Adv.....	120 00	978	740	George W. Roark.....	12 86
*950	402	O. L. Lehne, Adv.....	250 00	979	213	Robert Lowry.....	28 57
*951	385	F. W. Baker, Adv.....	250 00	980	336	E. P. Fisher.....	31 43
952	21	A. E. Slusser.....	282 86	981	323	W. H. Wallace.....	14 29
953	252	Bernard Murphy.....	40 00	982	197	N. G. Leap.....	22 86
954	609	Arthur Lambert.....	14 29	983	783	E. L. Bruce.....	57 14
955	83	Arthur C. Dry.....	465 71	984	137	C. E. Kelly.....	74 29
956	10	W. F. Burkhardt.....	38 57	985	19	H. E. Kyger.....	22 86
957	20	A. A. Field.....	42 86	986	86	L. A. Smith.....	12 86
958	83	George F. Robson.....	65 71	*987	842	Wm. Knopke, Adv.....	125 00
959	150	R. J. Clarity.....	681 43	988	427	Charles McCarty.....	74 29
960	178	Eugene Speidel.....	82 86	*989	309	S. C. Thornton, Adv.....	150 00
961	219	T. E. Watts.....	11 43	990	713	Wm. H. Smith, Jr.....	114 29
962	249	James J. Clark.....	17 14	991	491	John Moore.....	197 14
963	294	Reinhold E. Sieber.....	351 43	*779	267	T. B. C. Knight, Adv.....	180 00
964	301	W. R. Kent.....	48 57	*949	66	Chas. A. Robinson, Adv.....	60 00
965	371	F. H. Purcell.....	20 00	*781	130	B. C. Hyda, Bal.....	80 00
966	427	Wm. H. Richardson.....	40 00	672	595	John C. Burner, Bal.....	145 00
967	653	John F. Gibbons.....	105 71	356	238	E. J. Costello, Bal.....	687 14
968	743	W. H. Hitt.....	71 43	*142	179	H. T. Roessler, Adv.....	400 00
969	815	James Morton.....	28 57	*749	232	Forrest Bullard, Adv.....	80 00
970	289	George R. Wallace.....	15 00	*788	457	C. E. Moulton, Adv.....	95 00
971	3	W. H. Jayred.....	74 29	*841	408	W. G. Huddleston, Adv.....	140 00
972	792	J. W. Phillips.....	197 14	*843	289	E. W. Roberta, Adv.....	105 00
973	739	J. H. Burton.....	297 14	602	349	J. H. Jones, Bal.....	280 00
974	507	Thos. J. Dwyer.....	20 00	747	573	T. E. Briggs, Bal.....	194 29
975	48	O. W. Bailey.....	65 71	543	212	James Costlow, Bal.....	200 00
976	37	E. E. Moore.....	32 14	223	86	Jesse D. Morgan, Bal.....	205 71
							\$12,072 58 12,072 58

Total number of Weekly Indemnity Claims, 108.

\*Number of Advance Payments on Claims, 13.

\*\*Claims reopened, 1.

## INDEMNITY DEATH AND DISABILITY CLAIMS PAID JULY 1, 1917.

Claim	Div.	Name	Amt. Paid	
201	265	Jos. M. Gayle.....	\$2,100 00	
202	85	Charles McNeil, blind left eye.....	2,100 00	
203	611	Warren V. Decker.....	2,100 00	
204	241	Thos. H. Burns.....	1,575 00	
			\$7,875 00	\$7,875 00

Total number of Indemnity Death and Disability Claims, 4.

Weekly Indemnity Claims paid from December 1, 1906, to June 1, 1917 \$922,561 05

\$19,947 58

Indemnity Death and Disability Claims paid from April 1, 1907, to June

1, 1917..... 348,504 28

\$1,271,065 33 \$1,271,065 33

\$1,291,012 91

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

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Vol. 51

SEPTEMBER, 1917

No. 9

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# LOCOMOTIVE ENGINEERS JOURNAL

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C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

SEPTEMBER, 1917

Number 9

## The Song of the Goldenrod

Oh, not in the morning of April or May,  
When the young light lies faint on the so,  
And the wild-flower blooms for the half of a day—  
Not then comes the Goldenrod.

But when the bright year has grown vivid and bold  
With its utmost of beauty and strength,  
Then it leaps into life, and its banners unfold  
All along the land's green length.

It is born in the glow of a great high noon,  
It is wrought of a bit of the sun;  
Its being is set to a golden tune  
In a golden summer begun.

No cliff is too high for its resolute foot,  
No meadow too bare or too low;  
It asks but the space for its fearless root,  
And the right to be glad and to grow.

It delights in the loneliest waste of the moor,  
And mocks at the rain and the gust,  
It belongs to the people, it blooms for the poor,  
It thrives in the roadside dust.

It endures though September wax chill and unkind,  
It laughs on the brink of the crag,  
Nor blanches when forests turn white in the wind,  
Though dying, it holds up its flag!

Its bloom knows no stint, its gold no alloy,  
And we claim it forever as ours—  
God's symbol of freedom and world-wide joy—  
America's flower of flowers!

## A Sacrifice

BY ETHEL HOLMES

Wilbur Burnes as a scholar was not a success. Two afternoons out of five he was sure to be kept after school for not knowing his lessons. His teachers were all the more severe with him because they knew that if he would study he might be one of the best scholars in his class.

The reason Wilbur did not study was that he possessed a gift for that which absorbed his attentions from his lessons. If his teachers had examined his books instead of examining him at the end of the term they would have learned the secret of his failure. The flyleaves and margins were covered with little sketches. If Wilbur fancied a particular subject there were few pictures on the book; if he disliked it there were many. He detested grammar, and the book from which he studied this subject was literally covered with sketches of faces and figures.

When it was finally proved that no one could beat what is commonly called education into young Burnes and his predilection for art became noticeable he was advised to go to an art school and learn to illustrate books. This was easier said than done, for his mother was a widow, and there was no money in the family to pay his tuition. However, he was so captivated with the idea of being an artist that he concentrated his efforts upon making a sum by hard work and saving to put him through the school. This was the only period in Wilbur Burnes' life in which he ever worked, for, though he afterwards spent much time at his easel, he could not be said to be at work. Indeed, so absorbed was he that he often found it difficult to drop his brushes.

In the same town where Wilbur went to school was a girl, Miriam Trask, who seemed to understand him and had a



great admiration for him. When he was spoken of as a dunce she would retort that the day would come when those who decried him would be glad to stand in his shoes. When Wilbur was graduated from the art school she wrote him asking if there was not some way by which she might earn money connected with his profession in the city. He replied that the only way he knew of was by being a model. Miriam possessed a beautiful neck—indeed, this feature was considered artistically perfect—and Wilbur suggested that she might earn something by permitting artists to use it for a model, explaining to her that no one person combines perfection in the different parts of the body and artists are obliged to get a hand, a foot, a bust from different persons.

Miriam concluded to go to the city, and Wilbur soon succeeded in securing her engagements sufficient to give her a bare living. She did not associate with other models, nor did she enter socially into that bohemian life for which artists and those associated with them are famous.

One reason especially that she kept to herself had induced Miriam to go to the city. She was absorbed in Wilbur Burnes and wished to be near him. Wilbur and she had been chums as boy and girl, but when he went to the art school he was so absorbed in his profession that she passed out of his mind. On her arrival in the city this intimacy was renewed. Wilbur could not paint at night and found her companionship just what he wanted. He had little taste for bohemian life and spent many of his evenings with her.

Beauty is one thing, and its recognition is another. There are artists who have produced beautiful things that they have kept unsold for years and then have parted with them for a song, while an ordinary picture or statue or story or poem may secure an enormous fictitious value. Wilbur Burnes modeled in clay, and his works were highly commended by those who knew their value; but, being forced to rely on their intrinsic value, they remained unsold.

Miriam recognized the merit of his productions and wondered why others did

not recognize it as well as she. The fact that he could produce such beautiful things heightened her interest in him, and the fact that he could not sell them strengthened her love for him. This sympathy, which was very apparent to Wilbur, drew him toward the girl who gave it, and while a man's love is not so deep as a woman's, it was generally understood that only the want of the wherewithal to build a home prevented the couple from marrying.

Wilbur Burnes, having a studio full of his art productions that he could not sell, became discouraged. He had so far concentrated his attention upon ordinary work to make money enough to pay his way through the art school, and he began to think that he must drop what he considered a pleasure and take up what was real work in order to avoid starvation. He was really hungry, sometimes not having the wherewithal to pay for a meal. Miriam was making a modest living not only by sitting to have her neck and head copied, but by her needle, and would have been glad to relieve whatever of his wants she might be able to do, but whenever he was hungriest he kept away from her.

One day he told her that he was thinking of giving up art and seeking a position in commercial life. Miriam was aghast at such a proposition and endeavored to prevent its adoption. She told him that he would never permanently succeed in business; that as soon as he had satisfied his immediate wants he would begin to pine for his profession, thus interfering with his business career, but if he would stick to his artistic work he would ultimately succeed.

Whether it was discouragement or the want of proper food, Burnes fell ill. Between a male chum and Miriam he was cared for. Miriam produced the funds that were absolutely necessary, and Wilbur was induced to accept them through Miriam's colleague. He could not bring himself to accept money from a girl, but would take it as a loan from a man. In this way he was kept from being turned out of his room, and what little food he could take was provided.

But his illness lasted too long for

Miriam's slender purse. The day came when she was obliged to go hungry and ran behind in her rent. This she kept from Wilbur. What she feared was that she would not be able to provide his necessities.

There was another matter that perplexed Miriam. Even if she were able to provide the needful she knew that if Wilbur became aware of what she was doing he would prevent her doing any more for him on account of pride and an unwillingness that she should deprive herself on his account. Therefore she had managed to persuade him that the sums expended were from his own funds. But this could not go on indefinitely, and there was need for far greater expenditures than before.

One day Wilbur's male chum, Cunningham, brought him a number of articles that had been greatly needed, besides certain delicacies. He told Wilbur that an aunt of his had died and left him a legacy. Wilbur, as usual, protested against the obligation he was incurring, but Cunningham declared that he would soon be up and could make it good if he saw fit, though the lender might some day become the debtor.

But the principal result of this legacy from Cunningham's aunt was a doctor, who was called in and under whose care Burnes began to improve. Miriam continued to nurse him, and, though he was ignorant of the pecuniary obligation he was under to her, he was drawn still closer to her by these attentions. A professional engagement prevented her being with him till after 11 o'clock in the morning, but by noon she was preparing his luncheon. Indeed, all his meals were prepared by her.

Within a few weeks after Cunningham received his legacy, Burnes was on his feet again. Miriam had extracted a promise from him that when he got well he would resume his artistic occupation, and after being kept from it for so long an interval he renewed his efforts with a keener interest. Before his illness he had submitted a design for a statuary group to be placed on the facade of a public building. The award had been given by political influence, but while

Burnes was on his back a protest had been made by parties interested, and a committee of artists was appointed to select the best intrinsic design. Burnes' group had been selected, and he was to be paid a handsome sum for it.

About this time a painting of St. Cecilia, something after the style of Raphael, was exhibited, which attracted especial attention among lovers of the higher grades of art. Certain artists who were intimate with the producer of the picture, not recognizing the model as that of any of those obtainable, and, noticing its remarkable Madonna-like expression, endeavored to learn who had posed for the picture. But the artist refused to satisfy them. Since only he and the model herself knew of her identity the secret never got out. One artist, who was sadly in need of a model for a Madonna, probed the matter so far as to learn that the painter of "St. Cecilia" had given a check for \$1,000 to a man named Cunningham. The investigator asked Cunningham what the thousand dollars he got from the artist was for, and he replied that an aunt had died and left him a legacy and that it had been paid through the artist. But the identity of the model for "St. Cecilia" was never discovered.

The selection of Wilbur Burnes' group as the design for the public building made his fortune. Within a week after the fact was announced that he was the successful candidate for the order all the choice bits that had been accumulating in his studio for years were removed by purchasers. There was one statuette that was not sold. It was given to Miriam.

The first thing that Wilbur Burnes did after receiving pay for his successful competition was to reimburse Cunningham for his expenditures while Burnes was ill. Cunningham proposed to turn the amount over to Miriam, but she declined to receive it, and it was given to a charitable fund for destitute artists.

The second occurrence of moment after Burnes' pecuniary good fortune was his marriage with Miriam. On their wedding day Miriam, in the fullness of her love, told Wilbur the whole story of her conspiracy with Cunningham and his great



kindness and of how the expenses of his illness had brought her to almost her last cent and despair when, by a lucky chance she engaged to pose as St. Cecilia and earned enough to tide them over all their troubles to health and happiness and prosperity.

And Wilbur ever after called her his "little saint."

### The Brand of a Criminal

BY F. A. MITCHEL

Miss Wetmore, a middle aged spinster, was much interested in sociology. She was especially given to helping persons who had been convicted of crime, served their term in prison and been discharged. Her niece, Madge Ellison, a gay girl of twenty-one, made light of her aunt's efforts, having theories of her own on the subject. Madge had been to college; but, though a very bright scholar, her course was cut short by her being discovered in some prank which resulted in her expulsion.

Her own case illustrated her theory with regard to discharged prisoners. "I was born," she said, "with the Old Nick in me and must work out my own career in his service."

"Nonsense!" replied her aunt. "You were born to ease and comfort. Your silly prank, for which you were expelled from college, was the result of exuberance of youthful spirits. Criminals are usually driven into crime and, once in it, cannot get out of it. A discharged prisoner bears a brand that time cannot efface. No one will employ him, and he is driven to commit more crime to obtain the necessities of life."

"I wonder," said Madge thoughtfully, "were I a discharged criminal if I could get on?"

"Try it and see."

The words made an impression on Madge. "Try it and see!" The idea would not depart. She was really a girl of great depth. Had she not also been a girl of feeling she might have taken hold of some one of the women's questions of the day and made a hobby of it. She was rather fitted for a wife and mother, and the strength in her of this instinct pre-

vented her from embracing any cause that would hold her undivided attention.

But "try it and see" would not down. Week after week passed, and a desire to test her ability to get on with the brand of criminal upon her grew apace. Meanwhile she was devoting herself to society, finding it hollow-hearted and the duties it involved tedious. Born for something more in keeping with an active brain and a sympathetic nature, she tired of people whose only object was to climb socially and maintain their position when they reached the top of the ladder.

"Aunt Isabel," she said one morning, "I've made up my mind."

"To what?"

"I'm going to 'try it and see.'"

"Try what and see?"

"I'm going to take on myself the brand of Cain, renounce for a season, home, income—in short, everything except such belongings as are given a discharged prisoner—and see if I can make a living without committing more crime."

"You'll find it next to impossible. Even to make your living as you have been brought up would be difficult; to do so with a blight on you would be many times more so."

"Nevertheless I'm resolved."

"Very well; I'll help you to carry out your design."

Miss Wetmore took her niece to a prison where the aunt was well known to the warden and told him of Madge's plan. When Madge left the prison she was dressed as a woman of low degree and given the amount of funds usually granted discharged prisoners. At the prison gate she left her aunt with the words, "I shall try the experiment to the bitter end."

Miss Wetmore embraced her, spoke a few words of commendation and encouragement, and Madge found herself alone on a street in a great city with the voluntary brand of a criminal upon her.

In order to come as nearly as possible to the conditions of the test it had been arranged that if inquiries were made at the prison concerning her it should be said that she had been sent up for theft and no more information should be given. One advantage that a real discharged

prisoner would have in a possible passing of time without her record being discovered Madge found it expedient to take upon herself. She was to confess that she had been in jail, but declare that she was innocent of the crime of which she had been convicted. This advantage and disadvantage Madge considered would offset each other.

She had not been taught anything by which to make a living, unless her education would serve that purpose. But for a confessed criminal to secure a position as teacher was hopeless. Even with a clear record Madge was without a degree. She knew nothing of the culinary art and could not fill the position of a cook. To be a housemaid required no great instruction, and this seemed to be the only field open to her.

Madge stood on the sidewalk before the prison till her aunt, with a thrown kiss, turned the corner. Then all of a sudden the voluntary jailbird felt a sinking of the heart that well nigh caused her to forego her experiment.

"Great heavens!" she said to herself. "Suppose I really were a discharged prisoner!"

For the first time in her life she realized the very great difference in the social status in which she was born from that of the grades from which most criminals are produced. A dirty newsboy five or six years old passed her crying his papers. She had seen hundreds of them and had thought no more of any of them than a dog pulling a huckster's wagon. Now this little fellow made her heart ache. While she had been at birth placed in a satin lined bassinet, this boy had likely been placed on dirty cotton bedclothing, odoriferous and squalid. She had sat, one of a ring of daintily dressed children, singing kindergarten songs; he was at that age breasting a cold world selling newspapers. She remembered with something like shame that she had not even appreciated the advantages she had enjoyed at college—advantages that many a poor girl had wept bitter tears for because she could not make them the basis of earning an honorable living and which would have saved her from a life of toil.

But these thoughts served to bring out

all there was of strength in Madge's nature. Drawing down the corners of her pretty mouth with a grim resolution she started down the street and on reaching a residential district rang the doorbell of the first respectable looking house she came to. A member of the family answered the call.

"Does the lady want a maid?" asked Madge.

"She's always wanting a maid. Maids are not plentiful nowadays."

Leaving Madge in the vestibule, the person went inside and returned with an invitation for the applicant to come in and see the lady. Madge found her in a luxurious boudoir. She seemed struck by Madge's refined features. "Madam," Madge began, "I beg of you to employ me. I have been very unfortunate. Accused of a crime of which I am innocent, I have spent a year in prison. I have only this morning been discharged with enough money"—

The horror depicted on the woman's face was appalling to the applicant.

"I don't need any help at present," she said, looking hard at the door.

"I beg of you not to turn me away. I promise you"—

"Leave the house at once or I will call the police and have you put out."

Madge beat a hasty retreat.

Before making another application she resolved to try to gain a footing in the employer's good graces before confessing the brand upon her. She rang several bells in succession, to be told that no maid was wanted, one servant who answered her call shutting the door in her face without a reply.

When at last she struck a house where a maid was wanted and was admitted to the lady's presence, the interview was no longer than the first one. On being asked if she had a recommendation from the last person she had served she was forced to admit that she had not and was dismissed at once.

It was 10 o'clock when Madge had left the prison, and after three hours, going from house to house in search of a position, she became faint rather than hungry and stepped into a restaurant of second grade that she had once been obliged to

put up with for want of a better to get something to strengthen her. Taking a seat at a table, a waiter handed her a menu, but while she was looking to find the price of a cup of tea and a roll the proprietor stepped up to her and, with his eyes fixed meaningly on her coarse garb, said:

"Reckon you've got into the wrong place. There's a restaurant around the corner that would suit you better."

Madge arose and left the restaurant. Standing irresolutely on the sidewalk, she debated what she should do. If her experience thus far was so bitter what would it be when her little money with which she had provided herself had been spent? A policeman, seeing her standing thus forlorn, approached her and asked her where she belonged.

"Nowhere," replied Madge bitterly. "I have no home."

"Well," he replied to this, "I wish you'd get off my beat. I wouldn't like to run in a nice lookin' girl like you for vagrancy, but if you keep loiterin' about here I'll have to do so."

This capped the climax. Madge had tried her experiment of making a living with a brand upon her, and she was quite satisfied as to the disadvantages of such a situation. She was faint for want of food and had failed to obtain it even in a second-class restaurant. She resolved to go home for a lunch and remain there.

"Call a cab," she said to the policeman.

"A cab!" was the astonished exclamation.

"Yes, a cab."

Madge showed him a half dollar. He whistled to a man nodding on the driver's seat of a taxi, who aroused himself and drove his conveyance to the curb before the vagrant. When she entered, giving the chauffeur her address, the policeman looked more amazed than ever. In a few moments she was driven to her own door.

"What!" said Miss Wetmore. "Home already?"

"Yes, Aunt Isabel. I'm satisfied as to the preliminaries. Now for the work in hand."

In a subsequent career of usefulness Madge Ellison found this practical experience as to the difficulties discharged

prisoners meet on emerging again into the world with a brand upon them worth more to her than reading many volumes on the subject. It not only gave her information, but for every such person she helped she felt a heartfelt sympathy.

Instead of becoming a butterfly of fashion, as might have been expected from her wealth and social position, Madge became a worker in the cause of humanity, and in time her name was honored by the community in which she lived and loved by hundreds of those she had helped.

### Heads or Tails

BY CLARISSA MACKIE

Ralph Dodge had taken his degree at college, had returned to his native city and was waiting on the platform of the railway car in which he had made the journey, for those ahead of him to get off. The next person before him was a girl badly loaded with hand baggage, and there was no trainman to help her down, no attendant to carry her belongings.

When she reached the cement platform her foot struck a place where the cement had been chipped, her ankle turned and she fell. A suitcase in one hand, a handbag and an umbrella in the other, went flying in different directions.

Ralph dropped his own belongings and lifted the girl to her feet. But when she got on them she would have gone down again had he not supported her.

An attendant came running up and gathered the lady's belongings, including a bunch of violets that had fallen from her belt. Ralph reached for the violets, leaving the other articles with the attendant, then would have moved away with the girl had she not been unable to touch her foot to the platform.

Something must be done.

Ralph Dodge had won renown as right tackle on the university team of his college, and the carrying of a simple 110 pounds was a bagatelle. He took the girl up in his arms and carried her to a taxicab. Putting her and her belongings—all except the violets—into it, he tipped the attendant for her and, with the most courtly bow he could enact, bade her adieu as she was whisked away.

Dodge went to his home thrilled with the sensation of having carried a pretty girl in his arms.

During the autumn following his graduation Ralph and his chum Bob Kittredge were touring when they got into a region with which neither was familiar. Coming to a place where the road forked, they stopped to consider what they should do.

"Which road shall we take, Bob?" questioned Ralph.

Kittredge reached for the automobile road map in the leather pocket before them. Then he drew back his hand, laughing.

"Leave it to chance, Ralph," he said. "We're out merely for fun. What difference does it make whether we get home by way of Onyxville or through Ellsworth Center? All roads lead to New York."

"Don't you believe it," contradicted Ralph. "I've motored around on that theory and fetched up in all sorts of God-forsaken holes where they think New York is as far away and inaccessible as London."

"Let's get along somewhere, anyhow," said Bob. "It's too fine a fall day to spend wrangling. Let's toss up for it."

"That's always your way of solving every problem," laughed Ralph. "Very well—toss up. Heads wins the right hand road, eh?"

"Yes." Bob brought forth a coin and flipped it in his palm.

"Tails!" he announced.

"Hope it's no indication that we'll come out at the tail end of things," grinned Ralph as he turned the motor into the left hand road.

"Fate has decided for us," declared Bob sentimentally. "I believe I scent an adventure."

"Let me out of it, then. I'm not strong on adventures."

"Ho!" jeered Bob incredulously. "What about the adventure of the girl with the sprained ankle? I heard that she sprained it when alighting from a train and that you assisted her to a taxi and after it had rolled away you picked up a bunch of violets she had dropped, and I suppose you cherish them to this day."

Ralph reddened under his tan. "An adventure usually ends in something or other," he said disconnectedly. "I never heard or saw the girl afterward, although I've"—He stopped and bit his lip as his companion laughed heartlessly.

"I don't wonder you are sore on adventures," cried Bob. "Take it from me, Ralph, you'll meet her sooner or later. It's written in the stars."

"By Jove, what a narrow road we've run into!" exclaimed Ralph suddenly. "There certainly isn't room for a turnout here if we should meet another car."

There wasn't room for anything except the car, and the sides of that rubbed against the huckleberry bushes that hung perilously on the edges of the bank on either side. The trees overhung the level track that appeared to run for some distance through these thick woods. They had not passed a house for some time.

"Likely we won't meet another car," said Ralph after a survey of the road. "No one but a pair of sentimentalists would flip a coin and take a road on a blind chance like this."

"We might back out again," suggested the crestfallen Bob, whose adventurous spirit was always getting him into scrapes.

"Might as well go ahead and get out of it," and the car sped on.

"Queer thing this having a good road like this running into a forest," growled Bob. "Mighty deceiving!"

"Written in the stars, you know, old chap!" grinned Ralph.

"By Jove, I believe it is!" muttered Bob in his ear, and a sight met their eyes that brought their own car to an abrupt standstill.

In front of them was another motorcar, a small runabout. In it sat two girls facing them with dismayed countenances. The girl whose hands were on the steering wheel was a fair-haired, blue-eyed maiden, and her companion was as dark as a gypsy, and both were pretty.

"Place aux dames!" murmured Bob.

"Idiot!" hissed Ralph in his ear. Then, whipping off his cap, he addressed the fair motorists:

"We will back out, ladies, and permit you to continue your way. The road is too narrow to turn in."

"Oh, no!" protested the fair one. "You see, our car has broken down. At least it refuses to move on."

"Perhaps we can help you," said Ralph. And so he and Bob hastened to leave their own car, while they questioned the girls concerning the trouble with the runabout.

"It went beautifully until five minutes ago. Then it stopped suddenly. I suppose something has broken. You see, Miss Wakely"—the fair one nodded toward her dark companion—"wanted to leave the car here and walk back, but I persuaded her to wait awhile after we had tossed a coin to decide. So I was right after all," she chattered.

"It was certainly the wisest thing to do," agreed Bob solemnly, while Ralph made a thorough inspection of the runabout.

"Engine doesn't work," announced Ralph. "How about your gasoline?"

A look of dismay overspread the faces of the two girls.

"We never thought of that!" cried the fair one.

"Oh, Dorothy Moore," murmured Miss Wakely, "the next time you steal a motorcar I hope you'll see that there is plenty of gasoline!"

"Steal!" repeated Dorothy indignantly. "Whose suggestion was it?"

The two young men bending over the car looked at each other with startled eyes.

"I don't believe it!" declared Ralph hotly.

"You don't, eh? Why not? The beauty said so," sniffed Bob incredulously.

"The beauty! Huh! You don't call the dark one a beauty, do you? Now, the fair one—I may as well tell you, Bob, she's the girl with the sprained ankle!"

"No!" said Bob incredulously.

"Yes," corrected Ralph, with a warning glance at his companion. He went around to the front of the car.

"Your gasoline tank is empty," he announced, "and from appearances I should say that it had been leaking badly for some time." He pointed back down the road in the direction whence they had come and showed a black oily streak through the center of the white sand.

"What shall we do—walk back and

send some one after the machine?" asked Dorothy Moore.

"Unless you will permit us to drive you home in our car. We might tow your machine."

"Oh, no! Let it stand here until James sends for it. You see, it's my brother's car. He's got a brand new one, and Hilda, Miss Wakely, and I thought it would be a lark to riding in this one without James knowing it. We smuggled it out of the garage and have only come this far, and now we are stalled. James will be so grouchy!" Dorothy sighed pathetically.

Bob had been using his ears to good advantage. "I beg pardon," he interrupted, "but is Jim Wedge Moore your brother?"

"Yes of course. Do you know him?" Dorothy's eyes were round with surprise.

"Classmate of ours." Bob included Ralph in a gesture. "My name's Kittredge, and this is Ralph Dodge."

"I've heard James speak of you," admitted Miss Moore a little breathlessly. "Called me 'Bonehead Kittredge,' didn't he?" asked Bob cheerfully, while Miss Wakely suppressed a smile.

"Yes, he did—a horrid name!" admitted Miss Moore, dimpling.

"Not at all," declared Bob. "You see, I was so clever that the chaps simply gritted their teeth with rage and envy and called me 'Bonehead' for spite. It has quite the opposite meaning in my case."

"I don't doubt it," interpolated Miss Wakely warmly, and Bob threw her a melting glance of appreciation.

"What did they call you, Mr. Dodge?" asked Dorothy, looking at Ralph with interest.

"Oh, nothing at all, Miss Moore," he said hastily. "I went through unobtrusively, leaving not even a footprint of credit or fame behind. In fact, no one would ever know I'd been through college if I didn't advertise the fact."

"Nonsense!" chirruped Dorothy, growing pink in his defense, even as Miss Wakely had championed Bob's cause.

Then after a discussion it was decided that Bob and Miss Wakely were to remain in the runabout while Ralph took

Miss Moore in the large car and went to the Moore home for confession and assistance.

It was not until after the large car had backed out into the main road again that Ralph reminded Dorothy Moore of the incident of the sprained ankle.

But it was not until she officiated as one of the principal performers in a double wedding that Ralph showed her the faded bunch of violets he had kept.

Four happy people are firm believers in the flip of a coin and what is written in the stars. "Look at us," they say.

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### Billy Bradford

BY F. A. MITCHEL

Billy Bradford was the son of a constitutional rover. Billy was born in a prairie schooner crossing the plains in 1849. When he was old enough to experience his first Christmas he was astride a donkey in Mexico. There was no Christmas for the Bradford family and no mention of Christmas. If Billy's father remembered it was Christmas day he said nothing about it. The wife and mother remembered it with tears. She had no home. There was no mantel on which their little boy might hang his stocking, and if there was there was nothing to put in it.

The mother died while the family were still moving from place to place. Then the father died while passing through an uninhabited country. Billy found himself alone. He was eight years old. Considering that he was left in a wilderness, with no one to take care of him, perhaps his want of the refining influences of a home were in his favor. With a little help from kindly neighbors, he went about providing for himself as a young squirrel does when left on its own resources.

At first he slept out under the trees, then made himself a sleeping place partly under ground. For food he lived mostly on berries. But his father had left a gun, and Billy knew how to bring down birds. That is all he did, the same as wild animals.

One day while examining the articles his father had when he died Billy found some certificates of shares in a mining

company located near San Francisco. He had no idea what they were, but one day a traveler passed that way, and Billy showed them to him. He told Billy that they represented a fortune for whoever owned them. When Billy told him that his father's was the name written on them and that he (Billy) was all that was left of the Bradford family the stranger advised him to go to San Francisco and look the matter up. Billy explained that his father had crossed a country with no trees and plenty of Indians and stopped awhile in a city, whereupon the man inferred that Bradford had been a forty-niner, had invested in a mining venture and moved on.

The stranger furnished Billy with funds to go to San Francisco, writing out a note for the amount, and Billy made an X at the bottom. Then the lender went on his way, saying that he would likely turn up some day in San Francisco and claim the amount due him. He never did.

Billy knew nothing of traveling and walked the whole way to San Francisco, more than 300 miles. He reached the suburbs of the town on a winter evening at dusk. Passing a house that was lighted up, he looked in through a window. A number of children were inside and some older persons were hanging evergreen festoons from the ceiling. The scene in the house pleased Billy, and he went to the door and knocked. A little girl opened it, and Billy said to her:

"What you puttin' up the green things for?"

"What are we putting them up for? Why, for Christmas, of course."

"What's Christmas?"

"Oh, my good gracious!"

She ran back into the room where the Christmas preparations were being made and cried out:

"There's a boy at the door who doesn't know what Christmas is!"

The astonishment at this announcement among the children was eclipsed at sight of Billy, who followed the girl into the room and stood staring about him, half blinded by the lights. A lady descended from a stepladder and confronted him.

"Are you the boy who doesn't know what Christmas is?"

"No; I don't."

"Where were you brought up?"

"I wasn't brought up at all. I was a mover."

"What do you mean by that?"

"That's what mother said we was. We was always goin' somewhere."

"Where is your mother?"

"Dead."

"And your father?"

"Dead."

"And you never heard of Christmas?"

"No, I never did."

"Children," said the lady, "how often have I tried to make you understand how thankful you should be that you are surrounded with comforts! Here's a boy who has neither father nor mother, who has always been a wanderer and who doesn't know what Christmas is. Have you anything to be thankful for, little boy?"

"Yes, I'm thankful that I wasn't borned a groundhog or somethin' like that."

The children were not able to comprehend this assertion. They did not know that the only thing the boy had to be thankful for was that he was a human being. If they were thankful it was that they were far above other human beings who lived in small houses, wore ragged clothes and didn't have all the money they wanted for candy.

"Come with me," said the lady to Billy.

She led Billy into another room, where a gentleman sat reading, and told the gentleman what had thus far taken place. Then she went back to the room from which she had come and resumed her Christmas preparations.

For an hour the gentleman questioned Billy and drew from him a disconnected account of his life. He was principally interested in that part of Billy's wanderings which pertained to the child's visit to San Francisco when gold was discovered in the territory and there was a great begira of gold hunters. For Billy told him about the "printed papers," as he called them, and that he had come to the city on its account. But the trip to the gold fields had occurred when the boy

was too young to remember much about it, and he was unable to give the gentleman very much information.

Billy took out the pocketbook and showed the certificate. The moment his interviewer saw the name of the mining company printed in large letters at the top he opened his eyes in astonishment. The certificate was for a thousand shares of stock, and each share was worth several hundred dollars. It was plain that this little orphan boy, if he really owned that bit of paper, was very rich. Never before had the gentleman seen such wealth centered in a person so near to the brute creation. The woman returned and said: "Little boy, you're going to sleep in this house tonight."

"Reckon I couldn't do that. I never slept in a house."

"It's time you did. We're going to show you what Christmas is. Come."

"One moment," her husband interposed. "Let me have that old pocketbook you showed me."

Billy gave him the pocketbook, then went with the lady to the room where the children were. His attention first fell on a row of stockings dangling from a mantel.

"This is Christmas eve," said the lady. "Tonight, so the tradition is, Santa Claus will come down the chimney and fill these stockings with gifts. This is your stocking. Tomorrow morning you will find it full of nice things."

This was all Greek to Billy, except that something would be given to him. It was a new sensation, for nothing had ever yet been bestowed upon him. Then he suffered himself to be led up to a bathroom, and after he had been soaked and the softened dirt rinsed off him he was taken to a little room with a white iron bedstead and snowy linen on it and told to get between the sheets. He obeyed, but when half an hour later the lady looked into the room Billy was not to be seen.

She sought for him and found him curled up like a dog under the bed instead of in it. She thought best to leave him where he was.

The next morning Billy was dressed in some borrowed clothes and stood before a mirror to note the change in his ap-

pearance. It would be impossible to say whether he was more astonished at his clothes or his reflection. Both were a wonder to him. Then he was taken downstairs, where the children were opening their stockings, and given his own Santa Claus' offering. He had no idea as to what most of the things were, but demonstrated that possession is a human instinct by being much delighted with everything he took out.

After breakfast the lady took Billy into the library and told him the story of the birth of the Christ Child in a manger; how the sins of the world had been redeemed and how the event had been celebrated once a year. Then Billy was taken back to the children, who taught him games and told him stories about what they did, how they went to school, and Billy absorbed every word of it. All day it seemed to him that he had been translated to heaven. His lair in the forest began to seem horrible to him, and he wondered if he would ever become sufficiently polished to live among these lovely persons.

And the Christmas dinner! Billy looked at the table, loaded with good things, and seemed to be in a stupor of wonder. He ate till he could cram no more into him.

After dinner the gentleman who had questioned him took Billy's pocketbook and opening it drew forth the certificates of stock that Billy was going to San Francisco to see about.

"My boy," he said, "Christmas reminds us that we must do for others beside ourselves. We have given you a pleasant Christmas, but it behooves me to do something far more important for you. I do not doubt that you are heir to that which will buy everything you can wish for—far more than you can enjoy. What was probably worthless when your father made an investment in it of a few hundred dollars is now worth hundreds of thousands of dollars. Tomorrow I will take the matter up for you and hope to establish your claim to your property."

This was lost on Billy, but Christmas was not. As it was his first Christmas, it was his happiest. And when it was ended and they told him he must wait a

whole year for another it seemed to him very far away.

It took some time to establish the fact that Billy was the son and sole heir of the owner of the certificates in the mining company, but it was finally accomplished. Billy was permitted to remain with the family with whom he spent his first Christmas, and the court appointed the head of that family his guardian. Billy went to school with the children and came to look upon them as his brothers and sisters.

But at last Billy became of age, and from a wild boy he had become quite a gentleman-like and intelligent young man. The fortune he received on the day of his majority he handled with skill and discretion, enjoying the income of it with the girl who had received him when he knocked at the door and asked what they were decorating for.

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### A Kiss in a Coach

BY F. A. MITCHEL

I have always had a fancy for looking back into the past for items concerning those from whom I have descended. The doings of these persons who lived and moved and worked and loved and quarreled, just as others of my family are doing today, have always been of interest to me. I have before me a portrait of one of my grandfathers painted when he was the age that I am now, and one would suppose that he and I were twin brothers instead of being two generations apart. He was young in the last century, when the railroad was coming into vogue as a mode of travel and shortly before the use of electricity in telegraphing. Among family documents, of which I have collected a great number, there is one written by this gentleman which I prize more than any of the others. I give it just as he wrote it except for a little editing where he referred to himself, for an autobiographer is always at a disadvantage in this respect. I need to say that the writer at the time of the happenings narrated was twenty-three years old and considered handsome. His narrative reads:

I started to cross the Allegheny moun-



tains on a business trip to Cincinnati, then the principal city in the West, and expected to be gone several weeks, having planned to spend a week in Cincinnati and a week returning. We left at 6 o'clock in the morning from the Antlers' tavern, there being eight insides and four outsides on the coach.

There was some shifting of passengers during the day, and at evening the positions of those inside was as follows—I give them minutely, for they are pertinent to an understanding of my narrative: I sat on the front seat, riding backward. There was one other person on the seat with me, a middle-aged lady. She sat on my left. On the middle seat, facing me, but on the other side of the coach, was an elderly gentleman, eminently respectable looking. The other two places on the middle seat were occupied by a young woman, very precise looking, whom he called Amelia, and his daughter, a girl of about eighteen. On the back seat were a man and two women. I do not describe them, for they have no part in what I am going to record.

The first night in a coach is very uncomfortable; it is only when one gets somewhat accustomed to the jolting and has met with sufficient loss of sleep to render him hungry for slumber that he can lose himself sitting straight up and continually bumped. But I on this first night ascending the mountains, having been up late several evenings preceding my departure, slept fairly well. The horses were obliged to proceed at a walk.

In the middle of the night I was awakened by a pair of arms thrown around me and a pair of lips pressed against mine. My faculties not taking in the situation at once, it did not immediately occur to me to detain whoever kissed me, and by the time I proceeded to do so it was too late. The arms about me were unlocked and the lips removed from mine.

Not only was there no light in the coach, but the night was very dark. I could not see my hand before my eyes. All I knew of the episode was by the sense of touch. There was no doubt in my mind that I had been kissed by a woman, but the principal evidence of

this was that the lips that were pressed upon mine were soft and there was no beard. Had the matter occurred when my faculties were normally alive doubtless I should have lain awake the rest of the night deliberating as to who had favored me. As it was, my deliberations, assisted by the monotonous breathing, not to mention snoring, of the passengers put me to sleep.

In the morning we stopped at a tavern, and after cold water thrown over my face and a good breakfast of fried chicken, various kinds of game and buckwheat cakes, for which I expended a Spanish silver half dollar, on returning to the coach my adventure of the night came back to me, exciting not only curiosity, but other emotions. I had scarcely seated myself when I made a careful survey of those persons some one of whom might have given me the kiss.

There were three women sitting sufficiently near me to have committed the act. There was the middle-aged lady beside me, whose name I do not know; there were Amelia and the young girl, her niece, whom they called Agnes. I did not doubt that one of the three was the perpetrator. I scrutinized the face of each, but could see no trace of guilt. The lady beside me and Amelia met my gaze without a quiver, but Agnes who sat opposite me, lowered her eyes.

I made up my mind that Agnes was the culprit, partly from this bit of evidence and partly because I preferred to believe that it was her red lips that had been pressed upon mine. We had all become well acquainted, and the woman beside me was very cordial in her manner toward me, while Amelia was rather reserved. As to Agnes, she acted as any young girl would have acted toward a young man under similar circumstances. She certainly appeared to be the personification of innocence. But still waters run deep, and I am free to admit that I was influenced by this adage.

The journey was especially interesting to me, because I had a problem to solve. I reckoned that the guilty one would betray herself before we arrived at the Queen City of the West. But the only one of the three who could have kissed me who

showed a special predisposition for me was Agnes, and she gave no sign of guilt. At all events, it seemed to me that I had made a very favorable impression upon her.

On arrival at Pittsburgh those of us who were going further west took a steamboat to descend the Ohio river. Among those who were aboard were the elderly gentleman, whose name by this time I had learned to be Shotwell; his sister and his daughter. In the coach, crowded together as we were, there was no opportunity for a tete-a-tete between me and Agnes, but on the steamboat was plenty. We sat together on the guards outside the ladies' cabin, and at times on deck. The Ohio was called by the early French settlers *La Belle Riviere*, and justly so. At the time of this journey, the autumn, her waters were clear, and the foliage on the multitude of hills on her banks was of many colors. No affair of the heart could have taken place under more propitious circumstances.

One evening, when the air was out of the south, Agnes and I went on to the hurricane deck, which is the highest deck of all. No one was there but ourselves. We stood looking out on a moonlit scene. The sounds were the throbbing of the engine below and the striking of the paddle wheels at the sides of the boat upon the water.

Now, I had not thus far regarded my affair with Agnes Shotwell as any more serious than those I had had with other girls. I had by this time made up my mind that she had given me a kiss in the dark and that her innocence was assumed. Acting upon this theory, I suddenly clasped her in my arms and rained kisses upon her cheeks and lips.

A man may sometimes kiss a girl without having declared himself and not appear disrespectful. I, having assumed that Agnes had overstepped the boundary of feminine modesty, gave her too many kisses.

As soon as she could release herself she turned from me without a word, went to the steps leading below and disappeared. There was that in her manner to tell me that it would be useless to follow her; that she was incensed beyond

measure and if I obtained forgiveness I must wait and strive for it. Had I known her better I would not have feared that she would make it unpleasant for me with the others of her party, but my limited knowledge of her made me fear that she would.

I confess I was very much disgruntled. To have made such a mistake troubled me very much, for I was at an age when a man is especially sensitive to the good opinion or condemnation of women. I brooded over the matter during the day and lay awake thinking of it at night.

I did not see her again till the afternoon of the next day, when I approached her while she was with her father and aunt. She received me neither kindly nor unkindly, there being nothing in her manner to indicate to the others that she was offended with me. But when I again met her alone she passed me without recognition.

I was now badly cut up. I knew from her manner that she was not acting a part, and it was plain to me that the kiss given me in the coach had not been imparted by her. I was in a dilemma. I must either acknowledge myself a culprit or excuse myself by telling her of the kiss in the coach, a story so improbable that it was not likely to be believed.

Very soon after my offense we arrived at the landing at Cincinnati. That Mr. Shotwell did not know of anything amiss between his daughter and me was made plain by his giving me an invitation to call at his house. I looked at Agnes to note if she acquiesced, but saw no sign that I would or would not be welcome. We parted on leaving the boat, the Shotwell party driving to their home in the city, I to my hotel.

After much brooding over the matter I concluded to make the call. I had in me the consciousness of not being quite so bad as I appeared and I must bide my time for an opportunity to explain. Upon entering the Shotwell residence I received the surprise of my life. Agnes came into the drawing room alone and with a very different look on her face from any I had seen there since my transgression. It was very cordial.

I was of course relieved, but puzzled.

I did not believe for a moment that Agnes had pretended to be offended with me, and yet as a sensitive girl how could she suddenly return to her former treatment of me without even an apology? I started to make one, but she checked me and went on talking about something else.

By this time I was madly in love, and love overcame curiosity. Be she good, bad or indifferent, Agnes possessed me. Instead of staying a week in Cincinnati, I remained there a month. When I left I was engaged to Agnes. After our engagement I asked her why she had forgiven me without my having asked to be forgiven. She only said, "Let that pass." But a moment later she added, "Forgive me for my part in that matter, will you?"

I forgave her and felt very complacent at my magnanimity. I left her to be gone till the following spring, then returned for our wedding.

Nov. 15, 1855. — My wife's Aunt Amelia died a week ago. This morning Agnes came to me and told me that the change toward me without explanation or apology for my transgression was due to her aunt's having confessed to her that she had kissed me in the coach.

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### A Double Elopement

BY F. A. MITCHEL

Walter Jones was standing on the deck of a steamer about to sail for Hongkong intently watching the gangplank. Belated voyagers were elbowing their way up the narrow passage against those who were going ashore in obedience to the call to do so. Jones was watching for Evelyn Smithson. They were lovers. The girl's parents objected to their union on the ground that she was too young to marry. Walter had been offered a position in a branch of the mercantile house he was with in Hongkong. He and Evelyn had agreed to go there together without their parents' knowledge or consent, be married on the steamer and after crossing the Pacific take up their residence in the Orient.

The last passenger had hurried down the gangplank, and men were lining up on each side to pull it on to the dock. Jones made a dash to get ashore, but was

stopped by a stewardess, who said to him:

"Are you the gentleman who was to meet a lady on the ship?"

"Yes. Where is she?"

The woman led the way to a state-room, where he found a girl in a high state of excitement, but she was not Evelyn Smithson. The two stood looking at each other for a moment in a paralyzed condition.

"This is not my husband," said the girl to the stewardess.

"Nor my betrothed."

There was a brief explanation. There were two runaway matches, and only half of each couple seemed to have got aboard.

Jones ran up the companionway and found the ship out in open water. To get ashore would require a boat. He spent some time trying to get one, but the officers were so busy that they paid no attention to him. This gave him time to think. After all, wouldn't it be as well for him to make a virtue of necessity and go to China? Perhaps Evelyn had backed out at the last moment. Perhaps her intended flight had been discovered. In any event, the elopement had miscarried, and she would doubtless be prevented from seeing him or communicating with him. Better let the matter rest for a year or two. So he decided upon doing what he could not very well help doing.

The first thing he did after coming to this decision was to go down into the cabin to make inquiries whether the party of the first part in the other elopement had found her husband. She was in a state of terrible distress. He was to have come aboard secretly as she had done—she had been veiled—and they were to meet the moment the ship left her moorings. It was now well out in the bay, and he had not appeared.

Here were two disappointed persons suffering from a like cause. Naturally the young bride, having no one else to sympathize with her, turned to Jones. She poured her story into his ears, and he listened to it as a fellow sufferer.

Mrs. Stanley was twenty years old. She had no fortune, but the man she had married an hour before the ship sailed

was rich. His parents were opposed to his marrying a poor girl and had forbidden the match. They had decided to be married clandestinely and make a voyage to the Hawaiian Islands. By the time they returned the groom's parents would likely have decided to forgive him. The bride's parents were delighted with the match, and from them no forgiveness was required. Mr. Stanley, Sr., must have got on his son's track in time to prevent his sailing with his bride if not in time to prevent the wedding.

Mrs. Stanley's case was infinitely harder to bear than Jones'. He had not been married; he was going to China to assume a lucrative position and might be reunited in time with the girl of his choice. Mrs. Stanley was a bride separated from her husband immediately after her marriage, obliged to go to an island in the middle of the Pacific Ocean where she had not a friend or acquaintance. She had very little money with her, her husband being expected to provide the necessary funds.

There are numerous crossroads in the domain of fate. Sometimes at these crossings there are collisions; sometimes parties expected to meet on one of them fail to connect. In any event, the changes that occur at such points are at times remarkable. The case of these two couples who aimed to sail by the same steamer was one of the most productive of results on record.

Jones and Mrs. Stanley were unexpectedly bound together, the man on the eve of a union with another woman, the woman very shortly after having taken another man as her wedded husband. If ever there was anything to produce sympathetic relations between two persons it was this similar misfortune. Mrs. Stanley was a very attractive woman. Jones was an excellent man, well educated, refined and possessed the faculty of leadership. He was going to China to carry out important plans of the firm with which he was connected. He was just the kind of man a woman distressingly situated would lean on for advice, aid and comfort.

Jones at once offered to supply Mrs. Stanley with all the funds she needed.

This was no sacrifice or risk for him, for the lady told him that the moment she reached Honolulu she would cable back to America for money. But it put her under an obligation to Jones, and she was naturally grateful. The voyage to Honolulu is a long one, and the two, being without other friends or acquaintances on the vessel, spent much time together.

After the first shock at their unfortunate situation was over they subsided into encomiums upon their respective partners. Jones tired of this first and was glad when his companion gave over expatiating upon her husband's noble qualities. It soon seemed like a widow extolling the virtues of her first husband to her second.

The voyage was favored with pleasant weather, and the two, having nothing to do but idle away their time on deck in comfortable steamer chairs, were not long in becoming reconciled to the situation. Then came moments when they felt a shock in realizing that the frightful separation they were enduring was losing its frightfulness. One day when the water was rough and Mrs. Stanley was kept in her room by seasickness Jones walked the deck disconsolate, thinking of her instead of his Evelyn. On another occasion, when Mrs. Stanley, after seeing Jones strolling along the side when the ship was lurching, heard the cry of "Man overboard!" she paled, fearing that it might be Jones.

When the vessel reached Honolulu Jones decided that it would be neglect of a defenseless woman to leave his companion without seeing her comfortably started on her return journey. Since his ship spent but half a day there, to do this he must remain over and take another passage to Hongkong. In any event, Mrs. Stanley determined to wait the arrival of the next steamer from America, which would doubtless bring her advices from her husband and her family. In such a complicated case nothing could be decided upon by cablegrams.

When the next mail from San Francisco came in it brought two letters for Mrs. Stanley—the one from her husband, the other from her parents, who had become aware of the contretemps. The latter

inclosed a draft for funds and advised her immediate return, which was to have been expected. The former letter contained a great shock for the bride.

Joseph Stanley wrote his newly-made wife that his father, having suspected something was in the wind, had employed a detective to shadow him. Stanley had avoided the detective so far as to be married, but the detective had caught him just as he was about to enter the dock-house to board the steamer. This was by way of explanation. The letter went on to say that, being taken to his father, he had been told that unless he consented to an annulment of his marriage the fortune that would be his—a million dollars—would be left to a cousin, Robert Stanley, whom Joseph hated.

Since he had not been brought up to earn his living, a due regard for his bride as well as himself compelled him to submit. His father had held a will he had made in his hands, ready to destroy it, waiting for his son's decision. When it was given he was required to sign an application to the courts for an annulment of his marriage.

Jones received a similar shock in a cablegram intended to intercept his voyage from Evelyn Smithson asking him to await advices at Honolulu. When the advices came they revealed a greater weakness on the part of Evelyn than Joseph Stanley had shown. The morning that Evelyn was to have sailed with Jones, her mother, seeing that she was agitated, pressed her to tell her what was on her mind. Evelyn weakened and confessed what she was about to do.

Of course the confession was tantamount to a backdown. Mrs. Smithson, anxious to be rid of a man whom she did not wish her daughter to marry—at least not then—refused to send word to the steamer that Evelyn would not sail.

Jones and Mrs. Stanley having received their letters by the same steamer read them in the latter's private parlor at the hotel where she stopped. Jones finished reading his letter first and waited for his companion to do the same. When she did she handed her letter to him. He read it and looked up at her. Seeing something very encouraging in her eye he

went to her and—kissed another man's wife.

Now, had Mrs. Stanley not been a married woman, Jones might have married her and the two could have continued this double intended wedding journey condensed into a single one. But Mrs. Stanley was tied to another man, and there was nothing for it but to return to America and procure an annulment of her marriage before they could be united.

Making a virtue of necessity, they made the long voyage from Honolulu to New York, contenting themselves with spooning on deck. But on reaching home they found that Stanley had taken time by the forelock, and Evelyn Smithson having failed to meet her elopement engagement, it was no great interval between their arrival and their marriage.

When the law permitted the union of Jones and Mrs. Stanley they considered the matter of a wedding journey. But having had a courtship journey they concluded that they did not need anything more in that line. The zest had been taken off, and both agreed that they would prefer to go from the church to their own home. This they did, and both declared it preferable to the wedding journeys they had intended under different conditions.

### A Singular Bet

BY ALLAN G. LAMOND

We were but six line officers at a two company post in the western wilderness. We had played poker till we had won one another's money several times over, but it was the same money passing and re-passing between us, and the fund hadn't increased under the operation. Neither had it decreased. There was nothing to buy, neither wines, liquors nor cigars. We had brought a supply with us.

After every man of the six—the commandant didn't play poker—had been cleaned out half a dozen times, proceeded "on tab" and cleaned out every other man half a dozen times, Carter, captain of my company, remarked:

"I offer \$10 to any man of this crowd who will give me a new sensation."

"Make it a hundred," said Billy Ken-

dall, second lieutenant of E company, "and I'll try."

"I'll make it a hundred if you succeed, you to pay me a hundred if you don't."

"That's fair; I'll go you once."

"Who's to decide who wins?" asked Carter.

"I'll make a more definite proposition," replied Kendall. "I'll bet you that on or about tomorrow morning I pull Old Tom's nose."

Old Tom was the major, thirty-eight years old, bald, dignified, even pompous, a martinet, and his proper name was Thomas Ordway.

"Great Scott! You'll be court-martialed and shot."

"Do you take me?"

"I certainly do, but the money will do you no good except to pay for your funeral."

"I'll risk that; put up the funds."

Seabury, captain of F company, was made stakeholder, and he, with the two first lieutenants, were appointed umpires. The rest of the day was spent in wondering how Kendall was going to get out of losing his bet, for as to pulling the major's nose one might as well pull the nose of the secretary of war, the highest official an officer considers, except the president, who is only supposed to figure in pardons. But since no one could guess what Billy was up to, we finally drifted into vingt et un and were obliged to be content with this for the rest of the day and evening.

That night the surgeon was called up to treat Mose, the major's colored striker. He found Mose throwing up his supper of pork and hard tack. The next morning Mose remained in bed. The surgeon could not see that anything was the matter with him, but Mose persuaded him to report to the major that his striker was unable for the present to perform his duties.

Just before guard mounting Kendall sent an orderly to Captain Seabury to say that as soon as the old guard had marched off some one of the umpires was to be at Old Tom's quarters ready to observe the pulling of his nose.

The major was in a bad humor that morning in consequence of the absence

of his body servant and being required to get ready his own bath and perform other menial duties that were usually attended to by Mose. When the umpires heard the tramp of the guard that had been twenty-four hours on duty going to their quarters all three of them moved, at different times, so as not to attract attention, to headquarters. Near the door they rallied on the center and conferred. It was agreed that Seabury should make an excuse to go in, stay as long as he could, then come out, to be replaced by one of the others. Seabury entered, asked the major some trivial question on a matter of duty and came out, reporting that the major had his coat off and his collar unbuttoned, while Kendall was stopping a razor. In a few minutes I went in and came out to report that the major was in the chair in which Mose usually shaved him. Kendall was lathering the commandant's face. Here comes Lieutenant Sykes, who had entered in his turn, laughing and slapping his leg.

"What is it?" asked the others, crowding around him.

But Sykes was so full of laughter that he couldn't go on. Finally, when he recovered somewhat, he said:

"When I went in Old Tom said apologetically, 'That infernal striker of mine had to get sick last night, and the surgeon reports that he can't shave me this morning. Mr. Kendall has kindly come to the rescue, and I am under an eternal obligation to him. What is it you want?'"

"Kendall," Sykes went on, "as soon as the major had finished speaking, took hold of Old Tom's nose with the forefinger and thumb of his left hand and, pulling it first to one side then to the other, looked up at me, winked and began to shave the commandant. Carter has lost."

"I believe," said Brown, "that rascal Kendall bribed Mose to be sick."

"Sure enough," chimed in Seabury. "Let's go and find Carter."

At Carter's quarters they told the story, and the captain agreed that the joke was worth the stake. In a little while Kendall came in and told how he had bribed Mose with a ten dollar bill to take an emetic, to fool the surgeon and stay in bed the next morning. Knowing

how Old Tom dreaded to go without a shave and couldn't shave himself, Kendall had bantered him to let him do the job.

### A Scapegoat

BY ALBERT TUCKER KENYON

There is a body of troops in France called the Foreign Legion. It is composed of men of all nationalities, most of them fugitives from justice. That a man is in it is prima facie evidence that he has an object for losing himself to the rest of the world.

A soldier in the Foreign Legion conspicuous for his refined appearance passed under the name of Franz Ludwig. He would not admit the country from which he hailed, and since he spoke several languages equally well it was impossible for any one to fix upon the land of his nativity.

This is the story of the so-called Franz Ludwig:

His real name was Count Joseph Zadskey. He had been honored by the intimate friendship of the crown prince of his native land. The prince and he rode together, hunted together—in short, all their amusements were in common. The count was engaged to marry the Baroness Sophia, daughter of a prominent member of the sovereign's household.

The crown prince was possessed by a passion for gambling. He did not attend the public gambling places so plentiful in Europe. His habit was to play either in his own palace or wherever he was invited. One afternoon he was playing in the home of a nobleman where a house party had been invited to meet him. The prince was playing with bad luck and was drinking heavily. Several of the guests were also under the influence of liquor. Count Zadskey was present and, fearing that something would occur to create a scandal, begged his royal highness to retire from the game. The prince refused, and the game went on. The excitement increased, both with the increase of stakes and spirits consumed. But now the prince was winning.

"These cards are marked," suddenly shouted one of the party. "There are little protuberances on their backs."

"If you can feel them," said Zadskey, "you must have cut down the skin of one of your fingers for the purpose. And if you have done that you have introduced the cards into the game."

Amid a hubbub the cards were examined and were found to have been made for the purpose of swindling. Then Zadskey said:

"All show the tips of your fingers."

Every man present made the display except the crown prince. His expression betrayed him, but his tongue came to his defense.

"Gentlemen," he said, "do you ask the heir apparent to the throne to exonerate himself from cheating at cards?"

Zadskey was dumfounded. There was a silence. Then the party arose from the table and separated.

The story got out, and the privy council was convened to consider what action should be taken. Some way of exonerating the prince must be devised. The people were loyal to the crown, but it would never do for one who must soon sit upon the throne to appear before the people as a user of marked cards. The council assembled and, summoning all the men who had been of the gambling party, examined them separately.

When Count Zadskey was examined one of the first questions asked was this:

"How did you know that gamblers using such cards as were used on this occasion pare the tips of their fingers to make them sensitive to the touch?"

"I knew it, as I know of any other fact of which I have heard."

"You were the person who announced the fact that pared finger tips go with these cards to the party, were you not?"

"I was."

"And called upon the others, including his royal highness, to show their fingers?"

"I did."

"That will do."

The council after examining the witnesses continued its deliberations in secret and broke up without giving out any information as to its conclusions. But the next morning Zadskey was banished from the court, and the people breathed freely once more that their prospective ruler had been vindicated.

One morning the soldier in the Foreign Legion wrote a communication to the president of France. At the same time the president received a call from a member of the diplomatic corps. The result of the communication and the visit was the forwarding of discharge papers to Private Franz Ludwig, and he left the corps with the congratulations of his comrades.

"What does it mean?" asked the captain.

"Have you not heard that the crown prince of — is dead?"

"Yes. It is given out that he died of an aneurism, but it has been said that he committed suicide after a debauch. But what has that to do with your discharge?"

"It has this to do with it: The crown prince will not be a sovereign. He will be nothing, at least on earth. Therefore a cloud resting on me has been removed. I shall go to the capital and receive an important appointment."

"Well?"

"That's all."

Count Zasky's prophecy was verified. He returned to the capital, was appointed as he predicted and married the Baroness Sophia.

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### A Prince Poisoner

BY FREDERICK BINGHAM

There was a time in Italy when the Italians got rid of those who stood in their way by means of poison.

At that time Italy was divided up into a number of petty principalities and dukedoms. These former rulers are still called princes and dukes, but their power has been merged in the king. There was formerly a grand duke of one of these little territories whose power was absolute and who used it simply to gratify this poison passion which pervaded Italy at that time. He had a way at a feast of honoring a guest in this wise: he would send his glass to the guest with his compliments, proposing to change glasses with him. The guest who accepted the honor would then rise, bow and drink from the duke's glass. The wine in it would be poisoned and the last the guest would ever drink.

The duke's domain took in a principality adjoining on the south, the duke having poisoned all the members of the reigning family—save one princess—and then appropriated their dominion. This princess he brought to his capital and desired to marry her that he might unite the two countries under a common dynasty. She was unwilling, and through motives of policy he preferred to wait rather than force her into the proposed marriage.

One night while the grand duke was sitting at a table on a raised dais, a number of guests seated at tables beneath him, the door opened and a stranger walked in, unannounced and uninvited. There was a vacant chair beside the princess, and after deferentially asking her permission he accepted it and at once entered upon an animated conversation with her.

The grand duke looked on, astonished and mad with jealousy. While he was homely and misshapen, the stranger was astonishingly handsome. He paid no more attention to the host than if he had not been present. The duke turned to one of his attendants and ordered a glass of wine. The attendant, who was the official poisoner, went out and in a few moments returned with a glass of wine on a salver.

"Take it to the stranger," said the duke, "with my compliments, and say that I would pledge him with an exchange of glasses."

The glass, with the message, was carried to the stranger, who took the former from the salver, arose and addressed the duke:

"It would be boldness indeed for me to drink your highness' wine when the lady whom you are expected to honor with your sovereign hand is beside me. I will therefore pass the compliment to her."

Holding the duke's glass in one hand and his own in the other, he was about to offer the duke's to the princess when the duke thundered:

"Who are you who dares insult us by refusing our ducal favor?"

The stranger set both glasses on the table and replied:

"I ask your highness' pardon. Have I offended?"



"You have."

"Then I apologize. The offense was unintended."

Taking one of the glasses from the table, he placed it on the salver, and it was taken to the duke, who, half intoxicated as he was and irritated with the man who might have cost the princess her life, as soon as he saw that the stranger had pledged him, drank it down. In a few minutes his eyes were starting from his head, his face became purple, his tongue protruded, he fell over dead.

Then at a signal from the stranger several men from among the guests, starting from their seats, drew their swords and stood beside him.

"My friends," said the stranger, addressing the company, "I am the only legitimate living male heir to one-half this dukedom. For years I have been waiting for the tyrant to alienate you, his subjects, that I might reclaim my own. By sleight of hand I changed the glasses after setting them on the table and sent him back his own glass. He has come to his end by drinking his own poison. I announce myself Prince of C., which I declare a separate principality, and these gentlemen who have gathered around me are my ministers. The princess, my cousin, will return with me to my capital."

Then the stranger offered his arm to the princess, the men who had joined him surrounded them, and they walked out of the room. They had not reached the door before the company, glad to be rid of the ducal poisoner and impressed by the noble mien of the Prince of C., broke forth in acclamations.

By the time the populace learned that the duke was dead, the Prince of C., his cousin and his supporters had mounted horses that were standing ready and were galloping across the border. At sunrise from several "towers," as these mediaeval strongholds were called, the prince was proclaimed sovereign of C., and his adherents sprang to arms to enforce his claims.

But the dukedom remained united, the prince being called upon to assume the sovereignty left vacant by the duke as well as of his own dominions. He married

his cousin, who in the female line was the legitimate ruler.

### That Monkey Wrench

BY ELSIE B. MATTESON

This bit of heroism was an actual occurrence.

Molly Tryne was born to the clicking of telegraph keys. Her father was an agent at a station on the O. B. & G. Railroad, and from the time Molly was five years old nothing delighted her so much as to sit in his lap and with her little hand under his on the key send messages. Then when she knew they were real messages that were being sent she would be delighted.

"Now, dear," he would say after sending an order for a train to come on, "you've ordered up '17,' and she'll be here in ten minutes, or when the hand of the clock stands there."

Sure enough, when the hand pointed to the designated figure the train would steam up to the station.

As Molly grew older her father taught her the Morse alphabet, and when one day she sent a message all by herself her pleasure knew no bounds. She continued to practice and to learn, and by the time she was fourteen she was of great assistance to her father.

A year later Tryne fell ill and died. Molly was by this time so well versed in telegraphy that the managers of the railroad continued temporarily her father's salary to her mother, Molly selling tickets, operating the wires and acting as dispatcher. Of course she could not go to school, but, being ambitious to learn, she studied at home, which meant in the ticket and telegraph office. One night she had her books before her studying when, hearing a rap on the window, she looked up and saw the ugly face of a man.

"What do you want?" she asked, her heart leaping up into her throat.

"Open the window!"

Molly sat still, not knowing what to do. As to opening the window, she had no thought of that.

"Open the window or I'll kill you!"

Molly sat looking at him. She may have been paralyzed by fear. Anyway,

she made no move to throw up the sash.

The man smashed a pane of glass with his fist and put his arm through the opening to unloosen the catch, but not finding it or because he didn't know how it worked he concluded to try to effect an entrance in another way. Molly heard his steps as he went around to the door which opened on the other side of the station. Running from the office, she was at the door before him and locked it. Then she ran back to her clicker and called for help.

In a few moments she had caught a station where a freight train had just pulled in and told the operator there that a man was trying to break into her office. She had hardly got her message through and received word that help would be sent at once when the man appeared again at the window.

And now Molly rose to the occasion like a true heroine. On her desk was a little nickel-plated monkey wrench, glistening for all the world like the polished barrel of a pistol. Seizing it and aiming it at the robber, she called out:

"If you don't go away I'll shoot you!"

The man didn't go away but he drew back, and from his walking around the station Molly knew that he was trying to find another entrance. Meanwhile she clicked an inquiry as to what had been done for her relief and was told that the engine of the train that had come in had been detached and was coming to her assistance as fast as steam would drive it with several armed men aboard. It had left several minutes before, and since it could get over a mile in a minute it should be there in six or seven minutes.

Presently Molly heard its rattle, and the robber probably heard it, too, though not as quick as Molly, who was eagerly expecting it. Besides, he was on the wrong side of the station to hear it. Consequently when the locomotive pulled up he had barely a minute's start. Leaping from the cab, one of the men sought Molly, while the rest sought the robber. They caught sight of him running in company with two other men and, calling on them to halt, fired a shot after them to enforce the order. Every one of the fugitives was captured. Then those who

had come to save the little operator assembled to hear her story. When she came to the monkey wrench that had served for a pistol they were lost in wonder. Taking the robbers back to the station the railroad men had come from, the story was told and was telegraphed all along the line. The next day trainmen and passengers, when they passed the station, if they stopped, must see the little girl who had stood off a robber, and if they did not stop crowded the windows and platforms, waving congratulations.

But a more substantial honor, or rather, a reward, came from the president of the company. He sent an order that Molly report at the main office. She obeyed the order, and when the timid looking slip of a girl was paraded through the various departments all the employees arose and craned their necks to get sight of her. Then she was taken into the president's room.

He told her that her mother would be given a pension and that she would be sent to school. He dismissed her with a fat check.

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### A Legend

BY SUSAN YOUNG PORTER

In the year A. D. 875 at a Maying party in Suffolk county, England, a young Saxon yeoman saw a girl dancing with others about a Maypole. So graceful was she, her eyes were so blue, her hair, glistening in the sunlight and tossed about with every step, was so fair, so happy was her smile, so melodious her laughter, that the young man was enraptured.

John Boylan was a strapping youth who could send an arrow into the core of an apple at 200 yards and had already borne a pike in the cause of his king, Edmond, against the Danes, having been with his sovereign on the fatal day when he was defeated and his reign came to an end. John's father had since died and left him possession of the farm, consisting of 500 acres in land, with many cows, sheep, pigs and other cattle. His mother had died before his father, and he had no brothers or sisters.

And so it was that when John saw the graceful Ethelreda dancing about the

Maypole he bethought himself how happy he would be if he might take her home to live with him. Straightway he went to her father and said to him:

"I wish your daughter to wife. I have my own farm and cattle, but I have no one to milk the cows or to keep me company when I have done my work or to have a care of my estate when I have gone into the forest to hunt or am called upon by my lord to do battle. I therefore pray you to give me your daughter."

So the father, knowing of John's wealth, called his daughter and, pointing to the young man, who was at the time leaning on his bow, said to her:

"This man has his own farm and his cows and his sheep and his pigs, but he has no wife to milk the cows or have a care of the sheep or feed his pigs when he is in the forest hunting or doing service in war for his suzerain. Therefore he has asked me for you to be his wife, and you will get ready for the wedding."

Ethelreda knew this to be a command, and any command from her father she would not think of disobeying. She cast only one shy glance at John when the word wife was spoken, and, seeing the tall, well formed young man looking kindly upon her, she gave him her heart at once and went away to begin her preparations for the wedding.

It was but a few weeks after this that a bridal party, of which John and Ethelreda were the principal figures, left the church where they had been married and started for John's home. To reach it they were obliged to pass over a bridge across a small stream called Goldbrook. This they did, making merry the while, though when they were halfway over John stopped, and a shudder passed over his stalwart frame. But whatever the cause he conquered it and passed on with the same light step as before.

The wedding was celebrated with feasting and dancing, the singing of minstrels and games, all of which were customary at weddings in that day, after which the bride and groom went back to John's farm.

Never did it appear that a newly married couple would be happier. But they had not been together a week before a

band of robbers ran off with the best of John's cows. Then in the summer, during a thunderstorm, the lightning struck the house and well nigh demolished it. In the autumn a snowstorm such as had never been known before in England covered John's sheep, and very few came out alive. The next spring a baby was born to the couple, but it died a few hours after its birth, and its mother went with it.

Then John went out to Goldbrook stream and cut an inscription on the keystone to this effect:

"In the year of our Lord 870 King Edmond, having been defeated by the Danes, hid in the branches of the oak tree standing close by this bridge. There he remained during the day and at nightfall came down from the tree and hid himself under this bridge over Goldbrook stream. That night a wedding party passed over the bridge. The moon shone down from the heavens. One of the throng espied its rays shining on the king's golden spur, and, going down under the bridge, they saw him crouching there. He was delivered to his enemies, who, leading him to the tree in which he had hidden during the day, filled him full of arrows. His body was borne to Bury St. Edmunds and interred there."

The disconsolate husband, having finished this inscription, wrote beneath it in large letters:

"Cursed Be the Wedding Party That Passes This Bridge."

Whether John placed the record of the event on the bridge is not certain. It is there today after ten centuries have passed over it. No part of the curse is to be seen. It has been handed down by tradition.

Certain it is that no wedding party will cross Goldbrook bridge, preferring to go by a circuitous route.

Standing in the center of an open field, on the spot where grew the tree in which King Edmond took refuge, is an obelisk erected to his memory.

England is full of these old traditions, many of them like this handed down from a period antedating the conquest by William I., which gave them their present sovereign.

### He Got Even With Her

BY BARBARA PHIPPS

A young Swedish nobleman came on arriving at age to a title without a fortune. He was bemoaning his fate to a friend and announcing his intention to drop his title and go where he would be known merely as Paul Jacobson when his friend said to him:

"Why not make a matrimonial trade, Paul? Marry some woman who has inherited a fortune made in trade. There are many such who would be glad to exchange a part of a fortune for a title."

"I don't wish to marry, and if I married a commoner it would avail nothing. My wife would not be received at court, and that would ostracise me socially."

"But you need be her husband only by law. You need not live with her; you need not see her."

Converted to the idea, Paul advertised for a wife who would exchange a part of her fortune for his title, specifying that it was to be a purely commercial transaction. The only drawback was that neither party could marry another; they must remain single.

He received several replies, one of which he accepted. Bertha Stahr, whose father had made an enormous fortune in trade, agreed to exchange what would be \$200,000 in American money for the privilege of being Countess Wendelin. She expressed herself content with the title and willing to dispense with the husband. They were married by proxy, the wife's solicitor paying the money at the time of the ceremony.

The count had not been married long before he heard that the Countess Wendelin, a very beautiful woman living in the northern part of Sweden, or Norland, had received the thanks of the king for charities she had bestowed on the poor and had been invited to one of the balls given at the palace at Stockholm. The count pricked up his ears. He attended the ball, but kept out of his wife's way, seeing her, yet taking care that she did not see him. Being very much struck with her, he wrote her a letter proposing that they make their marriage a real connubial union. The reply he received

was that she had married him for his title and had no use for him personally whatever.

"I'll make her pay for that," said Paul.

Not long after the countess had returned to her home a valet came one evening to her residence and said that his master, who had been hunting in the vicinity, had been injured by a fall from his horse. Would the countess give him shelter till the next day? The countess gave orders that he was to be brought to the house and treated with every consideration. She received him herself and sent for her physician to attend him.

The invalid proved to be a handsome young man, and an invalid is sure to enlist sympathy. The countess at once became much interested in him, and since he did not seem well enough to depart on the following morning she insisted that he should not attempt to do so. The countess being a woman who could not possibly marry and the invalid being an attractive man, the most natural thing in the world was that she should fall in love with him.

She read to the poor fellow and talked with him and made nice things with her own hands for him to eat. In return he listened to whatever she said with rapt attention, having the good sense to know that a listener is more interesting than a talker.

Several weeks passed before the invalid was able to be moved, and then he told the countess that he might better have been killed by his fall, for he should die of grief for love of her. He was but a poor young man without fortune, and, of course, a union with her was impossible. She told him that his poverty would not keep them apart, but she confessed that she was already married. At this he bemoaned his fate and departed.

One day Count Wendelin received a proposition from his wife through her solicitor to pay him an additional \$50,000 provided he would consent to a divorce. He declined the offer. An additional \$50,000 was offered, but the count was not tempted. The negotiations were broken off for a brief interval when another \$50,000 was offered. When the

amount of the offer reached \$500,000 the count consented, but stipulated that the money should be paid him personally by the countess.

To this his wife consented and on an appointed day the count set out for Norway. He was not received at the portecochere by the countess, as the injured huntsman had been welcomed, but was shown into a reception room to await her coming. When she entered the room, whom should she see but the man who had won her heart as an invalid.

"Excuse me," she said, drawing a deep breath. "I expected not you, but—my husband."

"He is here."

"What do you mean?"

"I am Count Wendelin. I have come to exchange a divorce for gold."

The lady was not in a condition to make reply.

"I wrote you suggesting that we live together as man and wife and you replied that, having my title, you had no use for me personally. You have contracted to pay me for my consent to a divorce that you may marry!"

The countess showed signs of collapse, and her husband took her in his arms.

### Harmony Corners

BY M. QUAD

Harmony Corners consisted of a store, a postoffice and a blacksmith shop. Moses Schiff ran the store, Jacob Schiff the postoffice and Peter Schiff the blacksmith shop. Then there was Philetus Schiff, Aaron Schiff, Adoniram Schiff, Goodheart Schiff, Thursday Schiff, Godfear Schiff and Elijah Schiff, all farmers, within a radius of two miles. Each Schiff was related to all the other Schiffs by blood or marriage. It was a settlement of Schiffs alone and had been for fifty years. No strangers were allowed to butt in.

Old Moses, who ran the store with the help of a son, was the patriarch of the flock. He was adviser, judge and jury in all matters. There had never been a case for the lawyers in that community. If there was a disagreement it was taken to Moses. He said do this or do that, and it was done. People said that Harmony

Corners was a living, breathing example of the morality and unselfishness of human nature.

After all that half century of peace, industry and good will Godfear Schiff was the one to produce discord. It was another proof that there's nothing in a name. It was seldom that anything called a Schiff away from home, but on an occasion Godfear had to make a journey to Pittsburgh, eighty miles away. It was a serious event. It called for serious talk and many prayers. He might return alive, but the chances were very much against it. His will had been made for years, and he read it over, fed the cows and departed.

Godfear reached the Smoky City right end up, much to his astonishment. He saw houses and stores and factories. He saw a sewing machine in a show window, and as he stood looking at it a "barker" pulled him in and the merits of the machine were explained. He thought well of it. There were seven children in his family and much sewing to do. Not a Schiff had a labor saving machine of any sort, not even a corn sheller or an apple parer. As their grandfathers had lived so were they living. Godfear was in town three days. He called to inspect that sewing machine six different times. At last he drew a long breath and decided to take the chances and ordered the thing sent on to him.

The Schiffs never dealt with peddlers nor agents. The very same machine could have been bought at Godfear's own gate any day in the week.

Moses sat on that machine in a judicial capacity for a week and then decided that it must be given up. It was witchcraft; it was an innovation; it would break up the long prevailing harmony of Harmony Corners. Godfear bucked. The invention had been tested, and it would do more sewing in a day than his wife could do by hand in a week. There was no odor of brimstone about it. It ate no hay or oats, and occupied but a small space. Some of the other Schiffs, and particularly the wives, backed him up.

Of course, the news that Godfear Schiff had "broken out" was passed around the country, and the immediate

result was to bring a swarm of sewing machine agents down on the Schiff tribe. They had sewing machines that would tuck, hem, ruffle, braid, embroider, patch, sew on buttons, rock the baby, churn the butter, feed the hens, sort over potatoes, build the fire and all that, and they came and talked and talked. Then the tin peddlers and parlor organ men came.

Moses Schiff saw the cloud no bigger than a man's hand, and he called a gathering of his clan. He was heeled with statistics to prove how greatly those inventions of Satan had increased the wickedness of the world. Thousands of murders, burglaries, horse thefts, elopements and so on could be directly traced to them. Did they want to find themselves on the gallows? Did they want to know that their children were in state prison? In fact, did they sigh to meet Satan face to face and be caught up and sent down to the hot place by rapid transit?

If they bought parlor organs and sewing machines, what next? Why, brass bedsteads, chinaware, furs, new hats, corn shellers, carpets and stuffed chairs would be sure to follow, and then farewell to the harmony of Harmony Corners.

*With tears in his eyes he besought and wrestled, but a number of the Schiffs had started on the downward road and wouldn't hold up. It was only four days after the meeting that one of them bought an egg beater and the click of the spoon against the bowl would be heard in his family no more. Then came a dollar alarm clock, and this was followed by a set of cane seated chairs. Satan had got his grip.*

*In one year from that visit of Godfear's to Pittsburgh the leaven was working overtime. The Schiffs were at odds; they were bringing lawsuits against each other; they were putting down ingrain carpets in their parlors; they were buying patent churns; the men no longer went to church barefooted and in their shirt sleeves. Old Moses called another gathering and threatened and bulldozed, but the cyclone had got started and the only way out for him was to commit suicide. Two years later half of Harmony Corners was owned by others than Schiffs, and*

the harmony of half a century was harmony no more. And then its name was changed to the one it bears today—Hardscrabble.

### A Parson's Story

BY T. DE WITT BOWEN

I am an ordained clergyman of the Protestant Episcopal Church and have spent my life in mission work, usually among miners. When the gold fever was at its height in the West—that is before mining committees were organized on the respectable basis many of them are run on today—I did a deal of work among them. I would settle myself at a central point in a mining district, from which I would make trips to different camps, speaking to the people, trying to lead them to walk in the straight and narrow path. I was young and muscular in those days. Indeed I had been a member of the university football team of my college.

One Sunday morning I started on a ten-mile walk to a mining camp at which I had spoken before and had made enough converts to warrant the starting of a church. I was going to address them on the subject, after which a collection would be taken up to start a fund for a building. The day was fine, the sky a deep blue, and as I strode on, occasionally pausing to enjoy some expansive view, I thought how thankful I should be at having such work to do instead of being shut up in a counting-room or an office trying to make money out of people rather than improving their condition.

On the way I met a man carrying a lariat in his hand, who, seeing my clerical garb, took off his hat to me and wished me good morning. I stopped to speak with him, but he politely turned about with me that the time used in conversing should be at his expense instead of mine. He asked me where I was going, my purpose and other questions pertaining to my work. I noticed that he was particular to know if this were to be my first visit to the camp. Then he asked me where I would preach the next Sunday, and I told him at the Palmer Gulch camp, some five miles from the Acme camp, to

which I was then going. I gave him much other information, including my name, before it occurred to me that he might have some object in getting all these facts.

Suddenly he whipped out a revolver and, holding it cocked upon my nose, told me to take off my clothes. It flashed upon me that he would put them on himself, go to the Acme camp, personate me, take up a collection and if possible get away with it. Probably I might have given my life to defeat his purpose, but my life would avail nothing. I obeyed his order and exchanged clothes with him, after which he bound my ankles and my hands with the lariat and left me.

On thinking his design over I made up my mind that he would not go to the Acme camp, for I had told him I was known there, but to Palmer Gulch camp, where he knew I had never been. I must get rid of those cords, follow him and head him off from what I believed was his swindling purpose. Though very strong I could not burst the bonds, nor could I untie them. I was smoking a pipe when the man joined me and had continued to give an occasional puff. The tobacco was still lighted. It occurred to me that I might possibly light a fire and burn them. The only inflammable thing near me was dry grass. I managed to collect some with my fingers, dumped the lighted tobacco on it and by vigorous blowing produced a flame. Over this I held the cord that bound my wrists, singeing it so that with my natural strength I was able to break it, though I singed my wrists as much as the cord. My wrists being free, I had little difficulty in untying my ankles.

The man had a good start of me, and, though I must hasten, I must not overtake him, unarmed as I was. I kept a sharp lookout before me and at one point of the road saw him ahead of me making a straight line for the Acme camp. I could not for awhile understand his going where I was known till it occurred to me that he would say that I was ill or otherwise engaged and he was to take my place.

I shadowed him, keeping him most of the time in view, though he was far ahead

of me. I wished that I might meet some one from whom I could obtain a weapon, but my wish was not fulfilled. Once or twice I saw him stop and turn around. I knew he was looking to assure himself that I had been securely bound and was not following him. Whenever he turned I was invisible to him, having fallen on my face before he could see me.

I expected he would arrive at Acme, as I had expected to arrive, to find the people gathering in an open space used for meetings. Doubtless he did so, for when I entered the place I saw him there just mounting the board platform pulpit. I circled around and approached the meeting from behind him. True, I faced his audience, but I stole along under bushes till I reached the trunk of a tree directly behind him. I was still without a weapon, but I preferred not to use one. Suddenly just as he was exhorting his flock to give liberally to the new church building I made a dash and pinioned his arms to his side.

I shall always remember the expressions of astonishment in the faces of his listeners. I called for assistance, he was disarmed, and I told my story. His flock wished to hang him then and there to a limb of a tree under which he preached, but since he was my prisoner he was given to me.

I made a convert of him.

### An Elevator of Servants

BY ESTHER VANDEVEER

Mrs. Barcarole was an up-to-date woman. She understood the monopoly question, the high price for provisions question and the labor question.

The servant question Mrs. Barcarole considered part of the other questions. The condition of the servant market, she argued, grew out of the education of those classes who formerly went into service. Being educated, they considered themselves and were to be considered as good as those who would be their masters. To serve they regarded demeaning. To work in an office, a store or a factory was not demeaning. Ergo, there were no servants to be had.

Mrs. Barcarole, having thus thought

the matter out, applied herself to inventing a remedy. A change must be wrought in the condition of the servant. The work attached to service must be uplifted to meet the more elevated condition of the person who served.

Her plan to produce such a social level was this: She would give an occasional sociable, procure refreshments from a caterer, invite her servants into her parlor and introduce them to her guests.

Mrs. Barcarole's reformatory effort would have appeared more feasible if she could have induced educated people to become her servants and then have introduced them socially. But as she was unable to start her reform from this position she was obliged to start it from the opposite. She must first improve the condition and then induce educated people to go out to service.

On the evening of her first soiree there was much agitation in the servants' hall.

"What are y' goin' to say to the ladies and gentlemen, Ellen?" asked the cook of the waitress.

"I'm goin' to say it's a fine night and you're lookin' very well this evenin'."

"But suppose the leddy or the gentleman looks sick."

"It doesn't matter. When the quality meets the compliments fly."

"Y' scare me," said the cook. "I don't know any compliments to throw at 'em."

"I do," said Thomas, the butler. "Lean up ag'in me, Marg, an' I'll fire 'em for y'."

At this the bell tinkled a signal that the guests were assembling and the servants were expected in the parlor. James, the coachman, entered at the moment, and all four, the men pulling down their waistcoats, the women smoothing imaginary aprons, stood at the foot of the stairs, each waiting for the others to proceed. The butler was shoved to the front, and the four of them ascended and entered the drawing room, where they found a number of guests assembled.

Mr. Barcarole, at his wife's suggestion—he knew his peace of mind depended on obliging—took the coachman and the butler to the ladies, introducing them, while

the hostess did the same by the women. Thomas was being introduced to a lady when the doorbell rang. Whether from force of habit or from a desire to beat a retreat from unaccustomed conditions, he bolted to answer the call. James having been presented to a lady, the following brief dialogue ensued:

Lady—Mrs. Barcarole is a charming hostess. Don't you think so?

James—Beautiful, ma'am.

Lady—She gives very pleasant parties.

James—And lots to eat, ma'am.

The lady put a fan over her mouth and relapsed into silence.

Mary, the cook, crossed her hands before her and stood looking up at the ceiling. A gentleman, seeing her unprovided for, approached her. Another short dialogue was the result.

"Mrs. Barcarole is fortunate in having such fine weather for her soiree."

"Illigint," was the brief response.

"Are you a resident of the city?"

"Do I live in it, do y' mean?"

"Yes."

"And what do y' want to know that for?"

The gentleman looked surprised and excused himself to speak to a friend across the room.

Ellen, the waitress, got on better than any of the rest. A youngish gentleman in a very low cut vest and a very high collar was introduced to her by the hostess.

"Your first appearance in society?" he remarked, with a query.

"Yes; I'm a bud."

"I thought so. I've not seen you out before."

"No; I'm not goin' much this season. I mean, being a bud, I wasn't out last season. Are you a gentleman bud?"

The young man looked at her quizzically, replied that he was a Buddhist and said he must speak to the hostess.

When refreshments were handed around neither the cook nor the waitress could resist returning to a position in which she was more at home. They both snatched the dishes from the outside help and for the first time during the evening felt comfortable. James fortunately was chatting with the president of a horse car



company and found a familiar subject in diseases of the horse.

As soon as the refreshments had been devoured the guests began to depart.

"How did you like the drawin' room, Mary?" asked Ellen.

"Faith I'd be more at home sittin' on the range."

### A Matter of Compensation

BY ESTHER VANDEVEER

A gentleman who was driven to a dwelling in the residential part of the city alighted, rang the doorbell and asked of the maid who answered the summons if Mrs. Kerwin was at home. Without reply the maid took the card offered, the gentleman passed in, and in a few minutes a lady entered the drawing-room.

"I welcome Alan's bosom friend," she said extending her hand. "Though we have not met before, I trust we shall meet often again. But I have a bone to pick with you at the outset. Why did you write Alan that you considered him lost to you since his marriage?"

"Because I had other chums, and I have noticed that when married they are not the same to me as before. The wife has supplanted me."

"That I am not going to do. I shall not step in between you and Alan, but, as one of you, we three shall be what you two have been."

"How can that be? It is not friendship between you and Alan, but love. That relationship cannot exist between you and me."

"I believe it can. I have been told that after the honeymoon husband and wife become friends; that love changes to companionship. Alan and I are friends, you and Alan are friends, and you and I must be friends. Alan has left me to be gone several months on business. He charged me before going to make you one of us before his return."

"Alan charged you to do that?"

"He said: 'Win him over, my dear. He claims that you have taken me away from him. Make yourself as dear to him as you are to me.'"

Ralph Dexter was puzzled. It was not the words that puzzled him, but the lady's

manner. It did not say, "Be my friend," but something more. When the call was finished he went away troubled. He had claimed that the lady had stepped in between him and his friend. Was he now in danger of stepping in between his friend and his friend's wife?

Three months passed. These two were together in the same room as at their first meeting.

"Alan will arrive this evening," said the lady.

"Alan! At home this evening!"

"Yes. Why do you look so troubled at the thought of meeting your best friend?"

"What have I done?"

"You complained that I had broken in upon the friendship between you and Alan. You have broken in between Alan and me. That is your view of it. I claim that Alan is the same to me as before I met you."

"Then you are a devil."

"How so?"

"Have you not permitted, encouraged me to love you?"

"Suppose I have?"

"Yet you told me when I first met you that you were going to make a friendly trio instead of a duo."

"And have I not?"

"Have you not? How do you suppose I can meet Alan, having fallen madly in love with his wife?"

"It was his fault. Did he not tell me to win you over?"

"He could never have meant that you should win my love."

"Oh, you men are very sensitive about your honor and all that! You assume a superiority over us women that is appalling. Alan tells me to win you. You blame me for doing so. When he returns, if he learns what has happened, perhaps he will—well, maybe he will say that we have acted very naturally."

"You are speaking in riddles. Do you suppose that a man will thus excuse his wife for winning his friend or his friend for winning his wife? I am in agony. You, who have made me love you, do not seem to have an adequate idea of the enormity of your offense."

She laid her hand on his arm soothingly; he moved away from her. She took his

hand and placed it about her waist; he passionately drew her to him and kissed her.

"It is enough," she said. "I am satisfied."

"Satisfied at the result of your devilish work?"

"Let me tell you something. I am not Alan's wife. I am his wife's bosom friend. Mrs. Alan is away with her husband and will return with him tonight. She knew of your charge that she had stepped in between you and her husband, and Alan admitted that she had, adding that she should make a return for what she had deprived you of. So they concluded to give me to you."

"You?"

"Yes, but you wouldn't value me unless I made you do so, would you?"

"Are you saying this to torture me?"

"No; it is the truth."

There was a sound of wheels without, the front door was thrown open, and Alan Kerwin and his wife hurried in. Seeing the hero and heroine of this story, they eyed them inquiringly.

"I've done what you told me to do, Alan," said the heroine, "but I didn't like it. It wasn't right considering that"—

"Not right, eh?" said Kerwin. "You needn't tell me that a woman doesn't delight in making a man do what she likes for love of her. She'd make him rob a temple if she could."

"Alan, old man," said the hero, who rather resembled a culprit, "I think she could have made me stab you in the back."

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### His American Wife

BY F. A. MITCHEL

Minna Selfridge, an American girl, was quite a belle in Berlin shortly before the Pan-European war broke out. Two Germans, Count Herman Burnhardt and Heinrich Weber, were aspirants for her hand. Count Herman was not to the lady's taste, but Weber, a blue-eyed, fair-haired Saxon, was very much so. She accepted his attentions, and it was evident that his rival was much disgruntled. The count was an important

functionary at court and considered himself insulted by a commoner aspiring to the hand of one he desired to possess himself. He was arrogant enough to show his displeasure even to Miss Selfridge.

When the war broke out Miss Selfridge had become Frau Weber. Neither Count Herman nor Weber was in the army, but both were kept busy in Berlin in the civil service. Those were days when every one to whom the slightest suspicion was attached suffered vigorous treatment. One morning as Weber was about to leave his wife for his duties of the day a file of soldiers entered his house, arrested him and took him off to prison.

The blow fell upon him and his wife like a clap of thunder out of a clear sky. Frau Weber had many friends among the German women and was not long in learning that the cause of her husband's arrest was that he possessed an American wife; that Americans were largely hostile to Germany, and complaint had been lodged with the government that Frau Weber had persuaded her husband to desert his country in the hour of its need and go with her to America.

Frau Weber went at once to Count Herman Burnhardt and laid the matter before him, asking his intervention. She called his attention to the fact that he was in a position to show a truly noble nature in assisting one who had been his rival and favoring one who had declined the honor he would have conferred upon her. The count promised to do all in his power to right the matter, assuring her that he would appeal to the emperor.

Several days passed, and Frau Weber, not hearing from the count, called upon him to learn the reason for his not keeping his promise. He told her that the emperor's time was all occupied and it was very difficult to get his attention for a moment except in most important matters connected with the war. However, the count was watching for an opportunity, and if one occurred he would at once avail himself of it.

Frau Weber had been at court and had met the emperor. She wrote him asking that her husband be released on the grounds she had stated to Count Herman.

But whether the pressure on his time prevented or whatever the reason, she received no reply.

Every day women in Berlin were more and more called upon to take the places of men who were needed at the front. One day Frau Weber appeared at the office where a charge would be made against any one for disloyalty and offered her services as a clerk. She met with a refusal. The government had its eye on all foreigners and knew very well that she was an American. What was worse, her husband was a prisoner charged with intending to go to America to escape military duty.

One evening a young man whom Frau Weber had met in society before the war met her in the street. He stopped to speak with her, but only for a moment.

"I dare take only time to say a few words to you, for you are watched, and I will be compromised. I am employed in the bureau of justice and know who made the charge against you and your husband. On your promise not to reveal from whom you received the information I will tell you."

"I promise."

"Your enemy is Count Herman Burnhardt."

He raised his hat and passed on, the interview not having lasted but a few moments.

It would be impossible to find words to express the mental condition of the American at this intelligence. Astonishment, horror, anger, followed in quick succession. Then came deliberation as to how to make use of the information to effect her husband's release.

The more she thought of obtaining this release the more plainly she saw that, having no evidence against the count which she could use, an application in her husband's behalf would not avail anything. The only person she might influence through her knowledge would be the count himself. But if she went to him and accused him of the contemptible deed he would shrug his shoulders and declare that some enemy was accusing him falsely.

Could the count be compelled to withdraw his charge? Surely this was the

only possible way of vindicating Weber. But how could force be applied to the accuser? The only man who could do so was Weber himself, and he was a captive. Minna pondered long in trying to find some way to bring power to bear on the count. Finally desperation brought her a desperate remedy.

Having formed a plan, she proceeded to put it in execution. Her first object was to obtain a disguise. Going to a coiffeur's, she bought face paint and a wig. Having changed her complexion from pink and white to olive, she painted a rosy tint in each cheek. Her own hair was a light blond; her wig raven black; her hands, too, she gave an olive tinge. This was all that was needed to make her unrecognizable.

Count Herman frequently dined at a restaurant in the Unter den Linden. Minna went there hoping to find him, but failed. On several different days she dined in the place where she had often dined with him, and one evening she was about to leave it when the count entered. He took a seat at a table and ordered his dinner. Minna went back, sat down at a table near him and ordered a dinner.

Presently the proprietor was attracted to a commotion in the vicinity of the count's table. A woman had accused him of having insulted her. The count protested. The woman declared he had said to her that in entering a restaurant without an escort she had placed herself without the pale of treatment as a lady. She said that she was an American and simply followed the custom of her country. The proprietor at first sought to quiet her and, failing, asked her to leave the place. She appealed to an army officer sitting near for protection till her husband could be summoned.

"There is no need of that," said the count. "I am perfectly willing to give you my address and shall be ready for any message your husband chooses to send me." And he threw a card on the table occupied by the lady, who took it up and thereupon immediately left the restaurant.

The same evening while Count Herman was at work in his office—for in wartime

he never rested—a messenger brought him a note, which read as follows:

Count Herman Burnhardt:

Sir—My wife informs me that you insulted her in a restaurant on the Unter den Linden this evening. I desire that you will give me satisfaction at once. I am an American and a stranger in Berlin, with no acquaintance whatever; consequently I have no one to call upon to act as my second. I am therefore compelled to fight you without one. You are welcome to as many attendants as you like.

Yours, ELIHU WAGSTAFF,

Little Rock, Ark., U. S. A.

The count, though vexed, could scarcely restrain a smile at this uncouth way of entering upon a combat.

"Tell Mr. Wagstaff," he said to the messenger, "that I will meet him tomorrow morning and will name the time and place later. I will provide him with a second. As the challenged party, I choose pistols, but if he prefers any other weapon he fancies I will cheerfully give way to him."

When an hour later a captain in the army, acting for the count, notified Mr. Wagstaff of the time and place of meeting he was received by Mrs. Wagstaff, who said that her husband had gone to bed and, since his nerve depended on his sleep, she would not awaken him. She would say, however, that since the count was pleased to give up the choice of weapons her husband would fight with foils.

When the captain reported this to the count the latter expressed some concern that he had not seen Mr. Wagstaff. He would have withdrawn from the matter, but his second expressed dissatisfaction at such a procedure, stating that he was bound to fight or suffer the consequences.

Count Herman was on the ground, attended by a surgeon, at the appointed hour and also with two seconds, the one for himself, the other for his opponent. A bundle of foils had also been brought. A few minutes after his arrival a carriage drove up, and out stepped Frau Weber. Her hair and her complexion were her own. She wore a cloak that reached to her feet. Advancing to the party, she threw open her cloak and revealed her figure in fencing costume. The count on seeing her was paralyzed; the others were amazed.

"Count," she said, "you are doubtless aware of the reason for this encounter. Will you send your attendants out of hearing, or shall I make my demands in their presence?"

The count was silent for a moment, then motioned the others to retire. When they had made their departure Minna said to him:

"You have acted a shameful part in lodging a false charge against my husband under circumstances that you know full well."

The count essayed to speak, but she stopped him.

"Either you must sign a paper retracting your charge or you must kill me or I will kill you."

Once more the count attempted to argue, but the woman, drawing a foil from beneath her cloak, stopped him with, "On guard!"

"Where is the paper you wish me to sign?" he asked.

Minna drew a document from a belt she wore and handed it to him. It read:

"I have been mistaken in my charge against Heinrich Weber and withdraw it."

Minna drew a fountain pen from her corsage and offered it to him. He accepted it, signed the document and handed it to her.

"It is enough that you have sought revenge upon a successful rival to ruin you as soon as the fact becomes known. I shall not use this paper until convinced that you do not intend to secure my husband's release. If you do not see that he is freed within two days I will send it to the emperor himself."

Re-entering her carriage, she was driven away. The attendants received no explanation from their principal. Within a few days Weber was released and returned to his duties.

### Trapped by Girls

BY OSCAR COX

Higgins was his name, but his pseudonym was Courtney Sinclair. He lived with his mother in a small suburban house, had his study on the second floor, overlooking trees, shrubs and flowers,

and while composing was not to be interrupted.

One morning he was writing a story on a theme with which he was very much pleased. His hero was a woman hater, but so fascinating that he was besieged by girls who were bent on marrying him. The body of the story consisted of ingenious devices of the maidens to get at him and his ingenious methods for preventing them from doing so.

This hero ladykiller shut himself up in a tower, living at the top. Whatever he required was drawn up by him in a basket attached to a rope. If a man called on him he would throw out a key to a door below. A girl hidden in a box of provisions on one occasion got into the basket and was drawn up to the top, but before being taken in the ladykiller saw her. He let go the rope and she was killed by the fall.

Higgins' mother had gone away on a visit and left him alone in the house. About 11 o'clock, when he was engrossed with his story, there came a ring at the doorbell. When Mrs. Higgins was not home he usually answered such summonses and now rose from his desk to reply to this one. Descending the stairs, he saw through the glass of the front door several girls without.

"They're after subscriptions to some war loan," said the author to himself. "I'll not admit them."

Turning, he went back to his desk by the window and continued his story about the ladykiller in the tower. He had scarcely written a line when there was another ring at the doorbell. He ignored it. Another ring. He ignored that too. The bell kept on ringing, and the author kept on writing.

"Those girls are mighty persistent," he said to himself. "If I should let them in they'd stick me for a big Red Cross or war subscription of some kind. But they don't get in; not if I know anything about myself."

The ringing was succeeded by a knocking. Higgins smiled. "Just you continue your efforts, my dears," he said to the girls separated from him by walls and doors. "Maybe someone will hear you by and by."

The ringing and knocking continued. Higgins laid down his pen.

"I wonder why they keep up this effort to get in when it must be evident to them that there is no one in the house," he said. "Usually persons who have rung several times at a doorbell and get no response go away. These girls cannot have seen me. If they had I would not be surprised at their persistence. I think I'll do a bit of reconnoitering."

He went to the landing, from which he looked down upon the front door. The glass was covered by a lace shade, but through it he could see the girls. They were dressed in the height of fashion, and so far as he could judge none of them will ill favored.

"They are either after a subscription to the liberty loan," he said to himself, "or the widows and orphans' fund or some other matter involving money. What would I do to protect myself against three girls, quite likely from among the elite of the town, if I should face them alone and unprotected? I wish mother was here. They've got me penned in."

He had no confidence in being able to stand off a lot of girls who were determined to get at him. It was all very well to write a story about a woman hating ladykiller who prevented women from reaching him. That was fiction. This was the real thing. He could invent no end of contrivances by which his hero might effect an escape, but here he was corralled and not a single plan for avoiding these girls at his own door occurred to him. He determined to return to his study, pay no attention to the rings and knocks and to go on serenely with his story.

He was writing glibly about his hero's escape from a woman, his inventive faculties being in excellent condition, when he heard from out the window beside which he sat these words, spoken in a melodious feminine voice:

"We are taking the census. Are there any men in this house between the ages of twenty-one and thirty-one?"

Higgins looked aside, and there in the branches of a tree growing not twenty feet from him was a girl looking straight at him.

The hypothesis of a subscription tumbled before the certainty of the draft. He had forgotten that the government was intending to capture young men to enter the great war. If he had remembered it he certainly had never dreamed that a bevy of pretty girls would be employed to take the census of eligibles.

"I am a resident of this house, and I am twenty-eight years old," said Higgins, with a sigh.

"Your name, please."

"Elijah Higgins."

"Thank you. Help me down, girls."

Higgins sat meditating. "It's mean enough," he said, "to send men to a foreign country to die in the trenches, but to trap him with girls is contemptible."

The story of the woman hater lady-killer was never finished. The manuscript so far as written went into the fire. Higgins was drafted on the first call and went to the war.

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### Monkeying with a Signal Code

BY DONALD CHAMBERLIN

Abercrombie, who was a bachelor, did not spend his time dawdling around clubs and drawing rooms. He owned a splendid yacht, the Theta, big enough to sail anywhere in any waters, and in this yacht he made his home. He contributed quite a number of inventions to assist scientists in making deep sea soundings and investigating ocean currents and at the time referred to in this story was endeavoring to simplify sea signals.

Abercrombie sailed to the Philippines, among other places, where he was welcomed by the United States officials, especially the officers of the army. Among the families of the officers he met Miss Leila Turnlee, the daughter of Colonel Turnlee, commander of the —th Infantry. Miss Turnlee understood his devices readily.

Now, the way Abercrombie knew that Miss Turnlee understood his contrivances was because she always said "Yes" and "Indeed" and "How clever" exactly at the right time, and when he asked, "Do you follow me?" she always replied, "Perfectly."

Mrs. Turnlee was much pleased that her daughter had a mind capable of receiving the explanations of Abercrombie's inventions by Abercrombie himself—not that she cared anything for the inventions, but she hoped her daughter's vigor of intellect would lead Abercrombie to become interested and possibly that a fine catch would fall to the family. The good lady had dragged half a dozen children over many territories in the western portion of America during her younger days and had known what it was to get settled in quarters to be immediately ordered to some other station or turned out by a ranking officer. Abercrombie's yacht was preferable to an adobe hut or log apartment even when fixed. In other words Mrs. Turnlee desired that her daughter should marry elsewhere than in the army.

At dinner one evening at Colonel Turnlee's quarters Abercrombie was explaining to the family his new system of sea signals. Colonel Turnlee, who was a West Pointer and should have understood anything in the signal line, knew but little of what his guest said. Mrs. Turnlee understood never a word. Miss Leila did not need to ask a single question. It all seemed to go straight to her brain and find lodgment there.

"Upon my word!" exclaimed Abercrombie. "How did you good people come to have a daughter who understands these things so well?"

"Leila has always attended the best schools," said the fond mother pointedly. "Besides, she has pronounced scientific tastes."

"I have never met," Abercrombie declared enthusiastically, "one who has taken in everything I have said so readily."

"She inherited it from her grandfather, Admiral Turnlee," the mother pursued. "He wrote a book on coral reefs and another on volcanic formations. Children always take from their grandparents rather than their own fathers."

Colonel Turnlee, who was cracking nuts, did not notice his wife's aspersions on his own generation.

"Do you think, Miss Turnlee," said Abercrombie, "that if I were to send you

a message by my code from my yacht out in the bay you would understand it?"

"I think I would," replied the girl demurely—"that is, if it were not too long."

"Very well. Look out for one tomorrow afternoon."

"How shall I reply? I have no signals."

"You can write or, better, telegraph."

Miss Leila made no reply to this. Possibly she was timid at being put to the test, fearing that she might fail. I don't know how she felt about it. I only throw this out as a suggestion. Her mother had confidence that she would understand the signal perfectly and furnish Abercrombie with fresh evidence of the brilliancy of her intellect. The colonel went on cracking and munching nuts, but said nothing.

When the dinner was finally over he had to go over to see the commanding general, and Mrs. Turnlee received a visit from the major's wife. This left Abercrombie and Miss Leila alone together for the rest of the evening. Abercrombie in order to give her a better chance to pass the test to come off next day coached her a bit, asking her a few leading questions concerning it. He discovered that she did not know as much about the code as he had thought she did. He left her doubting that she would be able to telegraph him a correct answer to his message.

The next day at 3 there were evidences on the Theta of a desire to communicate with some one. Abercrombie himself was hauling up little flags and running them down again. His message was, "You are a very bright girl." When the signaling was over Abercrombie waited for her telegram. It did not come, but later Colonel Turnlee's orderly brought a note. It read:

Your flattering offer of your heart and hand comes so unexpectedly that I should have time. But my own heart says now and always "Yes."

Abercrombie read the missive with a stare. He married Miss Turnlee, but even as his wife she would never tell him whether she had understood his message or not.

Whether or not it was this experience that caused the change, certain it is that

Abercrombie lost all interest in signaling and studied it no more.

### New York by Night

By whatever route you reach or leave Manhattan Island in the evening the river lights are beautiful. On the North river the spectacle varies according to the hour and season, for the downtown lights in Manhattan are more numerous when the days are short and the tenants of the great office buildings have to light up to finish their day's work. Across from the lower Jersey ferries late in the afternoon of a winter day glow and sparkle the great company of tall shafts grouped against the sky, each one pierced to the top with regular rows of shining windows. A memorable sight they make, those shafts and huge blocks of gleaming holes, reaching far above their neighbors that come between them and the river. There is much in that spectacle to recompense a tired man for being a commuter, and nowhere else on earth is there the like of it.

And, besides the tall shafts and the intervening lower lights and the glow of the streets that run to the river and border it, there are all the river lights—the ferryboats, with their long rows of bright windows, hurrying on their various courses; the sound steamers going out, other steamers coming in; all manner of lights more sober on all manner of shipping; the street glare and the ferry house and wharf lights ashore, and, higher up, here and there the obtrusive and commercial but none the less radiant advertising signs.

The downtown office building lights go out early, most of them, but up the river some of the tall uptown hotels continue, all the evening and in spite of curtained windows, to be lighthouses.

On the East river, besides the city lights and the river lights, are the high, curving bridges, very striking and beautiful, with their unobstructed outlines marked by the glow of the electric bulbs.

There is poetry in these river lights, bordered and framed by the dark shining water and reflected in it.—*E. S. Martin in Harpers.*

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### "It Depends"

Say! have you ever noticed

When your engine's going lame,  
And in spite of the reports you make,  
She keeps on just the same?

How you finally get accustomed  
To what seemed so fierce at first,  
Like a fellow learns to use the weed,

Or cultivates a thirst;  
Until the habit gets so fixed  
You really do not care,

Tho' at first you almost got a fit,  
'Cause she was "out of square?"

And have you also noticed, too,  
There's something queer about  
The way a fellow sometimes feels,  
When his engine's valves are out?

You're always kind o' cheerful  
When the train is coming fine,  
Tho' she gallops like a race horse

As you take her down the line,  
When you're low in spirits,  
How the train will seem to drag,

And the engine hop and hobble  
Like any crippled nag?

T. P. W.

### Who Shall It Be?

NEW ORLEANS, LA., August 4, 1917.

EDITOR JOURNAL: In the selection of delegates, the foremost question in the mind of the membership should be "Who Shall It Be?" Strange as it may seem, it is none the less true that a great many of our members do not give this very important question scarcely a passing consideration, and in many instances personal feelings have a great deal to do with the final selection.

Some Brothers favor sending the Chief Engineer as an act of courtesy; others the Past Chief for past services rendered

and as an honor or token of respect. Some favor sending the oldest man in the service, or the senior engineer on the system; while others advocate the rights of the Secretary-Treasurer or members of the local committee. Often a really good man is lost sight of entirely, simply because he may not have served in the capacity of any of the aforementioned positions.

I hold in high esteem all past officers; present officers have my highest respect and support as such also. The Secretary-Treasurer comes in for a very careful consideration, since the vast majority of them are from the most intelligent in our ranks. In so far as the local chairman is concerned, we usually choose one possessed of good common sense and bulldog tenacity. (My apologies for the comparison.) But the general chairman is not always the best man available for delegate, though he often is selected by scheming, wirepulling and, plainly speaking, by politics within the ranks. Some may not like this, but these are cold facts nevertheless. A general chairman need not be the choice of the majority of the men he represents except on lines where there is but one Division, in which case the majority rule. This being true, I am at a loss to understand why the referendum vote should not govern on larger systems also, and elect the general chairman by a majority vote. When this is done, may be, the general chairmen will be your delegates at the convention, but until so elected, the fight of the past against them will be continued, simply because they do not, in many cases, represent a majority of the men on the system. A committee of seven members on a system of 1,000 membership can elect the chairman with four votes, possibly representing one third of the membership, or maybe less, while the vast majority must yield to the will of the minority. As a rule, the general chairman is considered as one of the best men on the system, but not always so. As I was one for many years, this is consequently not an ironclad rule.

Did you ever attend a convention as a delegate, or visitor? Did you ever notice what a small percentage of the delegates



took active part in the proceedings? Those on the alert did not always come from those above referred to, but often from among the laymen. I think every Division sending a delegate should consider the real merit and ability of the one to send, set aside every personal interest, weigh the merits of the aspirants, having in view the final good to be accomplished and with these motives uppermost in your minds, it is not a hard task to decide "Who Shall It Be?"

Yours fraternally,

F. E. WOOD, F. G. A. E.

### All Have Equal Opportunity

GOODLAND, KANS., July 24, 1917.

EDITOR JOURNAL: Not long ago complaint was made in the JOURNAL by a Brotherhood man that our Editor had rejected articles from his pen, and it was a reminder that I had contributed manuscript myself which met a similar fate, but it did not occur to me that the situation created cause for complaint as the rejected articles were not compatible with perfect harmony, and I accepted his decision in the spirit intended and decided to avoid future embarrassment by couching articles in acceptable language. We should realize that our Editor is placed in a delicate position, and not compel him to perform the unpleasant duty of reminding us that the JOURNAL's pages are not suitable for an exhibition of personal antagonism. Those who avoid such tactics will encounter no opposition in having their ideas conveyed to JOURNAL readers. However, if force of habit and natural inclination prevails to such an extent with any contributor that he is unable to omit vague and groundless insinuations when writing, it is fortunate that we have an Editor with sufficient discretion to prevent such articles appearing in our JOURNAL.

In a former article I advocated the idea of assessing members on a salary basis, and it met with some opposition for the reason stated that all members receive equal protection. While willing to grant this contention may we cite the fact that the laws of our country guarantee equal protection to all; but wise and experienced

legislators have decided that the incumbent expense of such protection should be prorated on individual income, and since the laws of our institution guarantee the senior engineer an advantage in this respect it seems that equity demands a proportionate expense on his part. It has been several years since it was my duty to collect for a Division, but this fact does not interfere with my belief that those with a regular income have less excuse for delinquency than others who are contending with a small and uncertain salary. Some may say that seniority treats all alike, and gives each his due; but those who accept this view as valid reason for equal assessment should remember that the extra man's share is frequently insufficient, and since we have many sincere Brothers in this class struggling under adverse conditions to maintain the organization which guarantees a preference for the senior man we should demonstrate Brotherhood principles by reducing cost of membership for them since we are not in a position to increase their income without detracting from those more favored by our laws. Should the coming convention adopt some plan for prorating assessments on a salary basis, and enact other laws for reducing Brotherhood expenses, which may be arranged without detriment, we can safely desist from further effort to secure a closed shop as there soon would be none to fence out.

From the fact that several of my letters have urged the adoption of a law making our General Chairmen, legal convention representatives of their constituents, some may have formed an idea that in my opinion they are all one hundred per cent perfect, but no such delusion prevails, for I am unfortunately aware that on rare occasions the office sometimes is secured by political machination. But the tenure of office of the General Chairman is so short, for those who secure it in this manner, that little harm can come from such occupancy, and since selections for this place are usually made on account of talent and moral standing of the man the per cent of integrity and good judgment among such men is likely to be high. We anticipate

that our Grand Officers would have no sinecure handling a delegation composed of those trained in combat with high railway officials, and in such a gathering insubordination of the right kind would probably reach high water mark, but the desires of none should be considered unless they conform to mutual benefit. It has been suggested that the duties of our General Chairmen are of such import that they could not attend conventions without neglecting other duties, but some who have carefully studied the situation are convinced that they could perform valuable service by mutual consultation, and if the next convention establishes a board composed of several members with power to settle all disputes the time consumed at such meetings should be of short duration. In arguing for or against a proposition we are liable to advance ideas which might not harmonize with our own contention, as was evidenced lately by one JOURNAL writer who favored a plan of having Divisions represented by proxy, yet objected to a General Chairman representing more than one for the reason that he could not vote properly should two of the Divisions hold different views on a question, but did not complete this argument by explaining how a Brother holding a proxy would handle a similar situation.

One time a public speaker offered a prize of five dollars in gold to the one of two men who could give the best reason for adhering to a political faith. The first to answer gave his reasons for being a Republican, and the other said he was a Democrat because he wanted the gold, and as each story should have a moral we might draw from this one the conclusion that those who ponder on the proposition of reducing representation should not view the position of delegate as the latter political aspirant viewed the prize.

I will digress to call attention to an unselfish opinion on "Graded Assessments," given recently by one who is positive that he will never again be called on to serve in the capacity of extra engineer. I refer to the remarks of Brother Heriot, which appeared in the June issue of our JOURNAL. I wish to also add that he rendered me valuable service several years ago,

although he has probably forgotten the incident, as those who know him best can testify that such matters merely mark a passing event in the career of that worthy Brother.

Yours fraternally,

J. L. BOYLE, Div. 422.

### The B. of L. E. and B. of L. F. & E.

ARGENTA, ARK., Aug. 1, 1917.

EDITOR JOURNAL: Being a constant reader of our JOURNAL I note with much pleasure that our Editor is keeping up with the times in giving the readers all the late court rulings, also the Technical Department, which means so much to our young men.

I have just read Bro. G. W. Smith's letter in regard to the Chicago Joint Agreement. I hope all our members will read it, then suggest some plan to better our condition.

I think we have given it a fair trial and I must admit the result is not very encouraging. We were told if we would permit men running engines to belong to both Orders our membership would be increased by 15,000, but it has not.

I am perfectly willing for the fireman to hold his membership in the Firemen's Brotherhood after he is promoted, providing he joins the Brotherhood of Locomotive Engineers also, thus supporting the Order that gets him his bread and butter. If he is acting in good faith he will surely do this. On the other hand, if he is seeking to have the tail wag the dog he will not join the B. of L. E.

Now, Brothers, when we meet in our next convention I am in favor of adopting a resolution modifying the Chicago Agreement so that the B. of L. E. will handle all matters for engineers and the B. of L. F. & E. will handle all matters for the firemen.

I don't see why we can't work together in harmony, allowing each Order to attend strictly to its own business. I feel sure the firemen will be willing to agree to this. I would be willing to merge both Orders in one and call it the B. of L. E.

I suppose some of the firemen may think we are not friendly to them, but such is not the case. We simply wish to

run our own business. We want peace, and that is why the Chicago Agreement was made, but we don't want *peace at any price*.

#### REDUCTION OF DELEGATION

One more word on the subject of reduction of delegates.

We need a reduction in the number of delegates, I will admit, as I suggested in my article in the June JOURNAL; also that we go back to the old way of paying them.

Until our last convention every Division paid its own delegate and if the Division did not feel able to pay the delegate it could be represented by proxy.

My intention in writing the letter to our JOURNAL was simply to call the attention of the membership to the resolution they would soon be called upon to vote on. Brother Wescott, of Div. 180, claims he assisted in framing the resolution. Well, I am glad I did not, for if I had I sure would have classed all Divisions alike. Brother Wescott says that all Divisions with 200 members or more should be allowed to have a delegate to each convention.

So you see, Brothers, it is a matter of finance after all; or in other words, if you have got the members, the Grand Office will pay your way to each convention, but if you are a small Division you must stay home, and we, the big Divisions, will run the convention.

Brother Wescott also complains about the resolution I offered allowing the delegates \$1 a day additional for expenses. My reason for doing this was that my Division always pays me liberally when I am called out of the city to attend to their business, and I did not propose to work any cheaper simply because the Grand Office was paying the bill out of the treasury. I am representing a very large Division, and I gave them all my spare time without pay, and when I lose time I see that I get paid for it. Brother Wescott and some others voted against the resolution on a yea and nay vote, but when Brother Stone said it took a two-thirds vote to carry it, I took an appeal from the Chair, and Brother Wescott and a whole lot of others in the hand vote

voted for the resolution, and some of the delegates said the reason was because they were not on record for the hand vote.

Hoping we will be able to adopt some measure that will not be class legislation, I am,

Yours fraternally,

A. M. MACHIN, Div. 585.

#### The Young Man and the Pension

LORAIN, OHIO, July 3, 1917.

EDITOR JOURNAL: In looking over the Quarterly Statement of April 1st, I find that we have only about 900 members under the age of 35 years. On the other hand, we have 3,185 between the ages of 50 and 55 years, and these latter are paying \$3.00 per month as against the younger Brothers' fifty cents and one dollar, while both receive the same monthly benefit in case of disability, except that the older Brother has \$3.00 deducted from his amount, against the younger Brother's fifty cents or one dollar as the case may be.

Evidently the younger Brothers do not appreciate the benefits to be derived from the Pension Association, or they would be signed up, to the last man.

This neglect on the part of our younger men may be due to indifference of our older Brothers, in not calling the attention of the younger ones to the benefits to be derived from the Pension. Let us compare two cases: for example, a man of 55 years and one of 30, both being disabled, and both living their allotted time, 70 years. The man of 55 would benefit from the Pension Association, according to our present law, to the extent of \$3,960, and the man of 30 would benefit to the extent of \$11,760, nearly three times the amount that the older Brother could possibly get and besides, the younger man has paid but one sixth of the monthly premium that the older man has paid. With all these advantages, very few, comparatively speaking, have taken out membership in the Pension Association. A great many of our members wanted a pension plan adopted several years before the present one was decided upon, and the opposition we met everywhere was the cry, "The young man

would have to pay for the old man's pension." Yet the opposite is true. The old man developed the plan, dug up the money to give it life and stayed with it until all it needs now is to have the monthly premiums equitably adjusted, and be appreciated to the extent that all who may ever have need of a pension will take out a certificate.

Young men, as a rule, have visions of an independence just a few years ahead, and they are so busy getting matters shaped in their mind for the event that they don't have time to consider a little thing like an old age pension. We had similar visions, too, in our younger days, but after the family was cared for through the ordinary vicissitudes, and the home paid for, we find that at 50 we are still living thirteen blocks from Easy Street, and not likely ever to move much nearer. I would suggest to the young man who has not "thought much about the Pension" that he think it over, and seriously too, for he might need a pension, only too soon.

The pension, you know, comes month after month, storm or sunshine, and no one can beat you out of it. We all know of homes where even so small an amount would be a godsend—and with proper support the monthly benefit may later be increased. So take a little time to inquire into the merits of the Pension Association as a protection, with a view of becoming a member, young man; and then become a member, and you will never regret it.

Yours fraternally,

H. E. FOX, Div. 273.

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### Some Pertinent Facts

CLEVELAND, O., August 2, 1917.

**EDITOR JOURNAL:** At various times we have heard engineers who were not members of the B. of L. E., say in a patronizing way, "Oh, yes, some day I expect to join the B. of L. E."

This is usually said as though they were conferring a great favor on the B. of L. E. in the joining.

Of course it adds strength to the organization to have a man become a member of it, but how much greater good this man

is doing for his family and himself, when he becomes a member of this oldest and greatest of Railroad Brotherhoods.

The B. of L. E. has made it so very easy for a man to become a member that often he does not realize what a big thing it is for him to be permitted to belong to it.

What other organization on earth offers you as much as this one?

This Brotherhood, with its splendid Life and Accident Insurance, the great pension plan, which is working out so successfully, and all this at such reasonable cost.

Just let the average engineer try to get from \$1500 to \$4500 insurance in one of the old line companies and see how much it will cost him per year, and then let him compare it with the liberal policy that this Brotherhood gives him and he will find the B. of L. E. policy more liberal, and much cheaper.

Every man who has carried our accident insurance can bear hearty testimony as to how much cheaper it is than anything the accident insurance companies can offer him. And our pension—that alone should be an inducement for any man to come into the B. of L. E.—a pension that does not depend on the will of some corporation, but a pension that is his very own, one that he can draw without fear of being called on to scab as were so many of our railroad pensioned Brothers in the late eight-hour movement.

A Brother does not need to be ready to die before he can draw the B. of L. E. pension. If anything happens to him, such as dimness of vision, deafness, color blindness, or any of the many things which will so disable a man that he cannot follow his work as a locomotive engineer, the pension is his, and the longer he has been a member of the Pension Association the greater amount he will draw when the time comes for him to retire.

It will pay every engineer to read the little pamphlet, "Facts Worth Knowing," about the Pension.

Any member who wants a copy of this pamphlet can get it through his Secretary-Treasurer.

This pamphlet explains the pension plan

thoroughly and you will find it well worth the reading.

We as members do not boost our own organization enough; it pays to advertise, and it pays big, so why not advertise this the organization that has done much for all engineers. You cannot say too many good things for the B. of L. E.; for all the good things that you can say, and more, will be true.

This old Brotherhood has mothered the other organizations. Practically every movement for better wages and working conditions has originated in the B. of L. E., and the good repute in which the four Brotherhoods stand today is largely due to the example it has set for them. Every locomotive engineer should come into the B. of L. E.

At a recent union meeting I heard a General Chairman say to his men, "You may not have everything you want, but all that you have got this Brotherhood got for you." And it was all so true. Did you ever think of that?

Every worth while thing that we have the B. of L. E. got for us. None of these things come by chance, nor through the goodness of heart of the corporation heads. They all come because some *men* got behind the B. of L. E. machine, men who were willing to work, and to sacrifice; men who often give up their all that we, the members of the Brotherhoods, today might enjoy the benefits that have come to us.

Brothers, we have had many martyrs in our ranks, so let us work for the cause for which they sacrificed so much, and by which we have been so benefited.

A word for the eight-hour basic day.

This is something so big that even we, who are enjoying the benefits of it, cannot at this time realize how big with possibilities for the future it is for us.

Think of it, that for the first time in the history of the world, the greatest judicial body in the greatest country in the world has decided that an eight-hour basic day is the legal right of all train service employees; giving more time to rest, more time to study, more time with our families and our friends, and more time to live like other people; to live like an American citizen should live.

It means the end of such living as so many thousands of us have known, a few hours of sleep, then almost unlimited hours of exhausting, nerve racking toil. A few mouthfuls of greasy, poorly cooked food at the average lunch counter, or boarding house, then a few hours of sleep, more toil and so on.

The eight-hour basic day will end all this in time. Of course, all the good results will not come at once, as it will require some time to fit the shorter basic day to the existing schedules already built on a basis of 10 or even 12 hours.

The eight-hour basic day is our Declaration of Independence, the Emancipation Proclamation for men engaged in train movement. Brothers, all this has come largely through the work of the B. of L. E. It was the pioneer railroad labor organization, and is today the foundation and balance wheel of the four big train Orders, and the engineers who are receiving the benefits, which it has made possible, should be made to fully realize that their place is with us in the Brotherhood which has gained so much for them, and which could do so much more if it had the full membership it is entitled to.

It is your duty to the B. of L. E., to yourself and to all engineers that you make these facts known to every man running a locomotive who is not a member of our Brotherhood. E. HARVEY.

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### On Remedial Legislation

LITTLE ROCK, Ark., July 31, 1917.

EDITOR JOURNAL: I believe it was Henry George, the great political economist, who said the next best thing to knowing how a thing can be done is to know how it can't be done. Since the great object lesson of the past two or three years when it has been demonstrated that the cost of living increases much faster than an increase of wages, it seems that labor will have to take some further steps of a political economic nature to permanently better their condition.

Before resorting to this means labor can greatly benefit their position by taking an active interest in governmental affairs so as to qualify one's self as an elector, insist on getting on juries, elect labor

members to State legislatures and the halls of Congress. At the present time we have only twelve or fifteen card members in Congress.

Before the present war, labor in England had at least fifty representatives in the House of Commons, and at the same time no compensation was attached to the office.

In the past one or two years there has been a wonderful change of sentiment in regard to what should be the solution due to the unequal distribution of wealth existing in this country together with the high cost of living. I know of nothing that has helped to change public sentiment in this direction more than the thorough investigation of economic conditions made by the Industrial Labor Commission, headed by Frank P. Walsh, and especially that part of the report known as the Manly report and signed by Walsh and the other labor members, including our Mr. Garretson of the O. R. C.

It is gratifying to know that at last a remedy for the ills of labor has been suggested that all shades of labor can unite on, and which has been made respectable by the indorsement of the high labor officials, together with many cabinet officers of the Government and other officials.

The *Railway Carmen* for July says: Sec. Franklin Land and Assistant Secretary Carl Vrooman of the Department of Agriculture are the latest prominent officials at Washington to come out for the taxation of land values as a means of raising war revenues, and the forcing of all idle land into use that is possible, to increase production and thereby tend to reduce the high cost of living.

President Gompers of the American Federation of Labor in a letter to Congressman Keating of Colorado urges a direct Federal tax on land.

The United Mine Workers' meeting in New York to negotiate a new wage schedule adopted a resolution calling on Congress for similar action.

The July *Bulletin*, of Cincinnati, Ohio, the organ of the Single Tax League of the United States has a list of 10 state labor organizations and 13 farmers' organizations that have indorsed such a system of taxation.

I have no doubt that four great train service organizations will be the next to fall into line. I don't know how Brother Stone stands on this great question, but as he is progressive I have no doubt he favors it.

ROBERT HERIOT, Div. 182.

### What Do You Think About It?

DELAWARE, OHIO, July 1, 1917.

EDITOR JOURNAL: On page 582 of the July JOURNAL, Bro. F. E. Wood sounds the keynote of progress for the B. of L. E. He calls attention to the need for a more free and open discussion of current matters of interest through the columns of the JOURNAL, which is perfectly right. Every delegate to the next convention should be fully conversant with the different phases of the various subjects that will come before that body next year, and it is hoped that those who have theories to advance will take advantage of the invitation accorded the members some time ago by the Editor and put those ideas in writing. If you have an opinion give it expression. Any defects in spelling or composition will no doubt be taken care of by the Editor. What we want is your idea, so let us have it.

There is no doubt that the business of the convention would be advanced if the delegates have some definite opinions beforehand on the questions that will be discussed and voted on, and there is no doubt *whatever* that their services as representatives of their Divisions will be all the more valuable on that account.

The matter of time consumed and number of delegates are closely related. Reduced representation will automatically bring about greater efficiency as well as shorten the time used in transacting the business of the convention.

Show a broad-gauge spirit in your choice of delegate. Send a broad-gauge man to represent you, who is interested in the welfare of those with whom he comes in contact in the service, and whose desire to represent them is prompted by motives other than self interest; then you will be contributing toward the general welfare of all.

Don't hesitate to express yourself on

any question relating to B. of L. E. matters through the JOURNAL, and if you do not wish that your signature be used, just say so, as I do, and your wish will be granted. Fraternalty yours,

S. W. H.

### Employment of Women

The question of the employment of women in the railroad machine shops and roundhouses, as well as car repair and maintenance of way work, is one that, in my opinion, vitally affects not only the welfare of organized labor, but the very life of the whole nation as well. All that is best, both in the social, moral and national life of our country centers in the home; to the home teaching and home training we must look for all that is best to come in our future years as a happy progressive nation. In my opinion we are defeating this hope of the future when women are obliged to go into the heavy work of piling lumber, shoveling cinders, working as section hands on the track, working as car repairers on the repair tracks, working as blacksmith helpers at the forge and running heavy machines in the shops.

There certainly cannot be much home influence left when a wife and the mother of the future generation has to toil, to the limit of endurance, through the daily grind of long hours in this hard, heavy manual labor. Certainly we cannot expect the children of the future generation to have much vitality, or expect much from the refining influences of the home where such a condition exists.

At the present time there is no excuse for women going into this work, as few, if any, of the men have gone forward to the war and it can only be looked upon as a scheme on the part of the railroads to substitute the cheap labor of women for both the skilled and unskilled labor that has formerly been done by men. Merely another example of the greed of the machine that is willing to grind up women and children, under the excuse of war, so they may earn a few more dollars to fatten their already exorbitant profits.

O Liberty, the crimes that are committed in thy name! W. S. STONE.

### Dividing Time

MOBERLY, Mo., Aug. 4, 1917.

EDITOR JOURNAL: Much has been said and many more will probably have their say in the few remaining months before our delegates are named for the coming convention, and upon those delegates will rest the responsibility of performing much constructive legislation for our Order.

The Brother from Div. 780 strikes a responsive chord, for I coincide with him in his views, as expressed in his article in the July issue of our JOURNAL.

In the first place, with the maximum and minimum mileage of 3,500 and 3,000, it is the intention of the rule that those assigned to pool freight service should make at least 3,000 miles. However, this cannot always be done under the present system of calculating pool freight mileage.

For example, ten crews assigned to do the work on a certain district should make at least 30,000 miles, and so long as such is done no reduction can be made nor should be made according to the law. It is possible, however, for a large per cent of those assigned to fall below the minimum, while the remainder would make enough above the minimum to prevent a reduction. In the writer's recent experience, one engineer prevented a reduction of crews in a pool by reason of the fact that his mileage was unusually high, he being on an unassigned work train, operating under the present eight-hour day. His total for the month was something over 4,000 miles. While a very large per cent of those assigned in this pool fell considerably below the minimum, yet no reduction could legally be made. In the spring of 1916, with not much business, and the crews moving along in the same usual sluggish way, our guardsmen were ordered at once to our borders, and of course during that month there was a rush of business hauling troops, and the mileage for a great many ran above the maximum, and the ensuing month saw a number of crews enter the pool with the result that all crews then fell below the minimum, yet Article 11 automatically forced them into the pool. However, the newly promoted engineer, the fireman

standing on the edge of promotions and the intermediate fireman, barely able to hold his passenger run, and the senior fireman looking for a better paying or lighter run made vacant by the promotion of another fireman who has been crowded into an already overcrowded extra list, are, as a rule, ever favorable to a low minimum as well as a low maximum mileage, and the through freight pool man is the only affected by the result.

The passenger men are not much benefitted by the eight-hour day, but the engineers on local freight runs are benefitted considerably, as are the engineers in yard service, and those on branch runs, as well as the engineers on preferred or regularly assigned freight runs who are enjoying the benefits of 12½ miles per hour as compared to 10 received before, but the engineer in the freight pool, though he gets his eight-hour day or 12½ miles for each hour, has no more pay at the end of the month than before, and though he must content himself with the low monthly mileage, yet he is asked to divide his time with the newly promoted man.

I will offer the following suggestion: Either raise the maximum and minimum mileage for the regular crews, and for those protecting the extra list, or write a rule whereby those assigned can be kept away from, and below the minimum, or established an equal division of time for all engineers for the protection of the junior man. Fraternaly yours,

L. A. SMITH, Div. 86.

### Problems for the Convention to Solve

SAN ANGELO, TEXAS, Aug. 4, 1917.

EDITOR JOURNAL: I desire to add my mite toward solving the problem of reduction of delegates to our conventions. I think each delegate should represent so many men. He should be appointed by the Grand Chief and chosen for his ability from among the General Chairmen of his vicinity. I believe that one-tenth the present number of delegates could do more business, and in less time than the business of the convention is usually done.

There are many matters to be brought before the next convention. The matter

of discharging men outright for mistakes that we are all liable to make is a serious thing when we consider that he may not be able to get employment as an engineer on any other railroad. We never know how serious this thing is until we have real experience ourselves, but you have only to stop and consider what it means to move away from your home, and perhaps take a family with you to anywhere you can get employment. I hope something can be done at the convention to stop the discharging as much as possible.

Regarding the campaign for the eight-hour day, will say that all members of this Division were stand patters, and all are satisfied with the manner in which our Grand Officers managed the affairs. We have a small Division here, but all are agreeable and progressive.

With best wishes, I am,

Fraternaly yours,

A. H., Div. 789.

### A Strong Bid for Economy

ST. PAUL, MINN., Aug. 4, 1917.

EDITOR JOURNAL: I have been closely following the various articles that have appeared in the JOURNAL from time to time, and as long as it is my privilege to say a word, I desire to take advantage of it.

I wish to endorse all that Brother Boyle of Goodland, Kans., has said, and think he is on the right track; also will say that Brother Wescott, of Div. 180, has given you something to think over.

I endorse the resolution that will be voted on by the membership, as the best that could be obtained at that time, but it does not go far enough, and does not do what we must do, to cut the representation down farther, and thereby save for the organization an enormous amount of money that is wasted at the conventions. If we were pioneers in 1863, let's be the same in 1918, and show to the rest of the organizations that we are still progressive, and make the representation on the basis of one representative for each and every railroad in the country, big and little, and that one representative to be the General Chairman;



if that is not, let the General Committee elect some one to do the job.

If the above regulation should ever become a law, consider what will be the result. If the number will be reduced to about 278 instead of 872, and the time consumed will be about 14 days, while it now takes about 30 or over, this will mean a great saving in time and money.

The last convention cost the B. of L. E. \$226,310.73, and the cost of the next one will be much greater if the present conditions prevail. Think it over.

In addition to the above would it not be well to give further thought to Brother Boyle's suggestion, and provide for some means to keep the appeal cases from the floor of the convention, and submit same to some body of members, either elected or selected, to handle all cases of like nature, and not take up the time of the entire body with some seniority case, or run around claim, and the expense of \$18 per minute? Think this over also.

Should either of the above conditions ever be adopted, I fully realize that about 600 of our members will be deprived of a 30-day vacation every three years, at the expense of the B. of L. E., and we have been drifting for many years along this line, and we must call a halt and put the money affairs on a business basis.

With all due respect to Brother Freenor of Div. 372, and all he had to say about the age limit in the Pension plan, which was a huge joke, in my personal opinion, was the reason that as long as the law requires an old man to pay his pro rata rate for age, whether he was pensioned or not, he was paying for what he got. It takes nine members at fifty cents per month to equal what one old man would pay, \$4.50 per month; did he get the young man? The bulk of the money that has accumulated has been paid into the Pension plan by members over 50 years of age. Why debar them?

It is an easy matter to start something that looks good locally, or on an individual road, large or small; but after it is started it devolves on some one to finish it, and who is it? The Grand Office and the General Chairman, and if that is true, let's furnish the Grand Office with the best talent possible to start with. Not

the "postage stamp" variety, as they are largely in the minority, and conserve our money and our energy to the utmost, as we will need it in the future if we keep up with the procession.

Yours fraternally,

A. W. MONROE, Div. 150.

### Appreciation

LISTOWEL, ONT., Aug. 8, 1917.

EDITOR JOURNAL: I enjoy very much reading our LOCOMOTIVE ENGINEERS' JOURNAL. I am interested in the pension fund, and hope before long every Brother in the Order will take it on. You can't beat our insurance and pension.

I know more about running an engine than I do about writing a letter, but I am enclosing you a few lines, and if it meets with your approval it will be O. K. to put it in, and if not we'll have no hard feelings. I'm with the C. P. R. now going on 32 years, am on a branch run, making sixty-four miles a day mileage, have to put in about fifteen hours a day, but have about two hours for dinner, and two hours in the afternoon to myself, get in at nine o'clock at night. Seventeen years ago I was on a job similar to this, only longer hours, and a hundred and twenty miles a day mileage, if I made a hundred dollars a month I considered I was doing well, and this included washing out the boiler, and doing the necessary repairs to the engine. This run I am on at the present time pays me two hundred and thirty-five dollars a month, this was all brought about by the Brotherhood of Locomotive Engineers.

I have great respect for our Grand Officers, they won a great victory when they won the eight hours a day. We lost the best general chairman we ever had or ever expect to have when we lost Ash Kennedy, but our loss was the Brotherhood's gain.

Among the many things for which I thank God is the Brotherhood of Locomotive Engineers. Every engineer has been benefited by it, and why any should refuse to join it is something I can't understand.

What I want particularly to write about just now, however, is our pension scheme.

I agree heartily with Bro. M. F. Domey and others who have been advocating that when a pensioner dies leaving a widow or dependent children, his pension should be payable to them. Possibly it is too much to expect that it should be payable in full. I, for one, would be satisfied if the claim of a widow or dependent children were made two-thirds of the amount of the original pension. And if our present rates are not sufficient to guarantee this, why, let us raise them, or else reduce the pension schedule. It may be that something should be done along both these lines, although Bro. E. J. Smith and some others seem to think that our present financial arrangements would carry the additional obligation, especially if the closed shop comes. Personally, I am not in a position to say just what the details of the plan should be, but I feel strongly that the widows of deceased pensioners and their children up to a certain age should be beneficiaries of our Pension Association.

Fraternally yours,

JAS. W. FAIR, Div. 295.

### On Membership

CHICAGO, ILL., June 2, 1917.

EDITOR JOURNAL: It is a common thing to hear our members say, "Why don't the promoted men get into the B. of L. E.?"

Well, Brother, there are several reasons for that, one of which may be they don't know what we have to offer them, which is not surprising since you, my average Brother may not know, yourself. You complain of their failure to join our ranks and make comparisons between the times when you joined and the present, as an argument why they should do as you did, but there is not so much logic to support your contention as you may think, and the average young man who has been a member of the Firemen's Order for several years is just as capable of exercising good judgment in the choice of matters which materially concern his future as we were at his age and, if I may be permitted to say it, a little more so. He has had some training in fraternal organization which many of us old men, who were promoted before the Firemen's

Order had extended so as to reach us, did not have, so when you are trying to convince the young runner that he should join us for his good, and ours, and the general welfare of the organization, just bear those facts in mind, for they may serve to balance your judgment and temper, your impatience at the hesitancy of the young runner to join our ranks without some knowledge of what it means to him to make the step. The fact that he is already a member of an organization which has served his interests for several years tends to make him somewhat conservative, so he is slow to change until he is shown in what way he is to benefit by the change, and if he is not far seeing enough to look into the future and see that his interests as an engineer may be best served by becoming a member of the B. of L. E., you who have traveled far enough to know that, should be able to convince him beyond all doubt. When you joined the B. of L. E., you did it for the protection it gave you and the uplift that organization afforded all engineers. You were willing to put your shoulder to the wheel even if the officers of the company disapproved of your action, as they often did in the old days, and when you were asked to join, it was your manhood, your backbone that was appealed to by the engineers who asked you to join them. The situation is somewhat different at the present time. You now appeal to the prospective candidate's judgment as between joining the B. of L. E. or remaining in the Firemen's organization. You have all the goods, my Brother, by which to convince him where his duty to himself lies. You can show him the best life insurance, and the only fraternal insurance incorporated under the law; a pension plan that is as perfect as efficient financial management can make it; an accident insurance which pays the most liberal amounts for death, and a weekly indemnity for temporary injury that is actually surprising in its cheapness, considering the benefits it affords.

There are many reasons why every man who runs a locomotive should be a member of the B. of L. E., and none why he should not, and the reasons why he should are not sentimental ones, but are

of the most practical nature. It has been through the effort of the B. of L. E. that the status of the locomotive engineer has been raised to its present high standard, and it is reasonable to believe that our still higher aims can best be realized when the men who run the engines stand shoulder to shoulder under one banner.

The young runners of today are as ambitious as you were in your day Brother, but are likely to rest content with remaining in the junior organization until you show them the very good reasons you can show him, why he should become a member of the Brotherhood of Locomotive Engineers.

JASON KELLEY.

### Give Credit When Due

DETROIT, MICH., June 25, 1917.

EDITOR JOURNAL: I am pleased to state that in reading the JOURNAL I have been impressed with your fair and lucid discussion of the Adamson law, and the labor question in general, and have noticed but one thing to which I could take exception, and that is the failure of our expert writers in the ranks to commend the Grand Officers through whose tact and unretiring efforts the recent wonderful achievement for labor was made possible.

No doubt it is a matter which in the hour of our joyous reception of victory has been overlooked, so I desire to call attention to the matter and contribute my mite also of credit to our worthy leaders; and I also believe it is perfectly right for us to freely express acknowledgment of our appreciation of the fair and timely action of President Wilson, by giving same publicity in the JOURNAL also.

As for the Grand Officers, none could have handled the difficult matter better than did our Grand Chief Stone, aided by W. S. Carter, of the B. L. F. & E.; Shepard of the O. R. C., and W. G. Lee, of the B. of R. T.

They all showed wonderful tact and patience and determination in one of the darkest hours in the history of organized labor in this or any other country, and at a time when they were being assailed by

opposition on every hand through the medium of a subsidized press, and when we also were besieged by representatives of the railroads to remain at our posts regardless of our rights. In the face of all this our officers stood firm, and by their firmness inspired us with hope and courage until the great victory was finally won.

Fraternally yours,

JOE HEBERT, Div. 812.

### Bro. W. O. Tenny on a Health Mission

GLENWOOD SPRINGS, COLO., July 23, 1917.

EDITOR JOURNAL: For some weeks I have been stopping in Glenwood Springs, Colo., and taking advantage of the famous baths at this place. During my stay I had the pleasure of a trip to Grand Junction, Colo., about 80 miles from here, and while there visited Div. 488, B. of L. E.

I want to take this opportunity to thank the Brothers of Div. 488 for their royal treatment while I was among them. They are a big-hearted, brotherly lot, and I have never anywhere seen a finer spirit of fellowship shown than exists among them. I desire especially to thank Brothers Dickinson, Day and Kilpatrick, of Div. 488, and Bro. Wm. Connerty, of Div. 515, Cardiff, Colo., for their courtesies to me. More of the spirit I have met with here would be of great benefit to the Order.

I notice that the people out here never miss an opportunity to boost the Pension and Insurance Associations of the B. of L. E. This is as it should be, for we have the greatest Insurance and Pension systems in existence. This has been practically demonstrated in their treatment of myself, and it is very hard for me to understand why more of the members of the Order do not take advantage of its many benefits, they being so apparent to anyone conversant with the plan and operation of the Pension system. Some seem to consider it as an "old man's" pension department, but a knowledge of the by-laws will fully demonstrate that it is more advantageous to the young men than to the old, and the younger a man is when he joins the more his pension will increase.

I shall leave here soon for a few weeks' stay in Seattle, Wash., before returning

home. With kindest regards to the Brothers of Div. 27, and to the Brothers generally, I am  
Fraternally yours,  
W. O. TENNY, Div. 27.

Bro. J. O. Selleck, Member of G. I. D.

FOND DU LAC, WIS., Aug. 7, 1917.

EDITOR JOURNAL: James Oscar Selleck was born on July 16, 1836 at Moravia, N. Y. At the age of five years he came to Southport, now Kenosha, Wis., at that time but a small village; then to Port Washington, Wis., where he learned to hunt, fish and swim with the little Indian boys, of whom there were many thereabouts in those early days.

His first railroading was done on the C. & N. W. R. R., in an office at Portage, Wis. (the end of the line), under his oldest brother, William R. Selleck, who was in charge of the office, and who later was paymaster for the road in the old "pay car days."

While working in the railroad yards at Portage, Wis., Brother Selleck was severely injured, and after his recovery did not go back to railroading for some years.

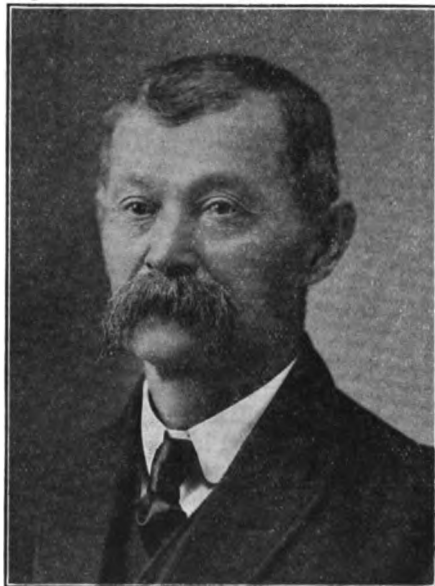
He was married Sept. 13, 1860, to Helen Adelaide Balch, of Westfield, Pa., at Big Springs, Wis., and took up farming at Mauston, Wis., but finally went to Horicon, Wis., to work in his fathers cooper shop.

When the war broke out he tried to enlist but was rejected because of his injuries received in the Portage Railroad yards, but toward the last of the war he again offered himself at Fond du Lac, Wis., and was accepted. He was with the First Wisconsin Heavy Artillery, and served one year or until the close of the war. He was one of the guards on the night President Lincoln was shot. At the close of the war he returned to Horicon, Wis., and the cooper shop, but later went back to the C. & N. W. R. R., and started "firing" on a passenger run between Janesville, Wis., and Chicago, Ill., and from that time was in continuous service for about 35 years.

He got his first passenger run in 1884, a suburban run between Chicago and Barrington, Ill. He next took a limited run

between Chicago and Janesville, Wis., and moved back to Janesville, and was running the limited during the "big strike," when he was shot at and stones were thrown into his cab windows but he came through all as well as he had come through the war. His last service was on the Janesville to Fond du Lac and Watertown runs.

He was pensioned in 1906, and two years later Mrs. Selleck died, after which he came to Long Beach, California, to live with a married daughter where he expects to end his days, sitting in the



Bro. James O. Selleck, Div. 185

California sunshine looking at the ocean and the flowers, and thinking of the old days on the good old C. & N. W. R. R., and of the "boys way back East."

Sincerely yours,

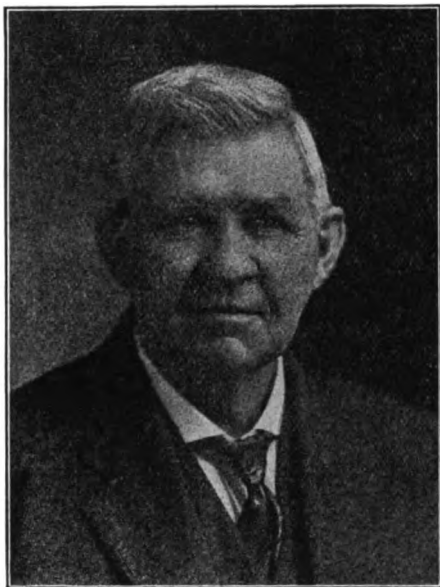
MRS. DELLA SELLECK CLARK,  
200 S. Grand Ave.,  
Long Beach, Cal.

Bro. Thos. R. Anderson, Retired on Pension

McCOMB, MISS., July 9, 1917.

EDITOR JOURNAL: I am enclosing you a photograph of Bro. Thomas R. Anderson, better known by his friends as "Dad." The pride of his life is his little great grandson.

Brother Anderson was born March 18,



Bro. T. R. Anderson, Div. 196

1848, in Belmont County, Ohio. His first railroad work was as brakeman for the B. & O. R. R. at Newark, Ohio, in 1875. He served in that capacity for a few months, then got a job as fireman from Wm. Franklin, superintendent, and was promoted to engineer in 1880. He worked for the B. & O. until 1893 when he quit and went with the Cincinnati Southern, remaining there until '97, then came to the Illinois Central and went to work for W. B. Baldwin as hostler at Brookhaven, Miss. He stayed there a few months and was transferred to Canton, Miss., to take charge of a yard engine, where he worked from ten to fifteen hours a day for seventeen years. During the long and hot summer days "Dad" stuck to his work, very seldom laying off. In physical strength there were few men his equal for a man his age. He could work all day and part of the night, but the long hours and hard work began to tell on "Dad" before he was aware of it. About November 30, 1915, he came home sick. His physician examined him and advised that he give up work, as his heart was unable to perform its proper function; so he asked to be retired, which request, along with a pension, was granted.

Brother Anderson joined Div. 36 at

Newark, Ohio, in 1882, and was transferred to Div. 196 in 1903. He takes great interest in all things pertaining to the Order and was one of the first to join the Pension Association, and is now reaping the benefit of his good judgment. He had the pleasure of attending the last convention as a visitor, and could talk for hours of our great B. of L. E. Building.

Brother Anderson and his good wife are now spending the summer at Granville, Ohio, and he has a host of friends who wish him many years of happiness in the days to come. Yours fraternally,

I. H. MARTIN, S.-T. Div. 196.

### Bro. W. J. Sally, Young at Seventy

PORTLAND, OREG., July 15, 1917.

EDITOR JOURNAL: Brother Sally was born in Ireland, March 8, 1847. He came to the United States when a young man, coming to Oregon in 1870, going to work on the Oregon & California Railroad, and was promoted to running an engine October, 1871. He is at present the oldest engineer on the Portland division of the Southern Pacific, and I believe the oldest on the system. He became a member of Div. 236 (which at that time was located at The Dalles, Oregon), May 25, 1884. He assisted (and was one of the charter members) in organizing Div. 277, Port-



Bro. W. J. Sally, Div. 277

land, Oregon. He has held all the important official positions in this Division.

Brother Sally reached the age limit (70 years) last March, but on account of his clear record, good physical condition and faithfulness, the officers decided to retain him in the service, and I believe they made a wise decision, for there is not in the employ of the company today a more careful engineer than Brother Sally, and there is not in the B. of L. E. a more faithful member, he being honest and upright in every respect.

Fraternally yours,

R. C. MORRIS.

#### Div. 871 Named for Bro. Arthur Anderson

SLATON, TEXAS, July 6, 1917.

EDITOR JOURNAL: Arthur Anderson Division No. 871 was organized in Slaton, Texas, June 16, 1917, with 30 charter members. It was organized by N. C. Halley, Chief of Amarillo Div. 299 and A. Cross, Secretary of Div. 299.

This new Division was named Arthur Anderson Division in honor of Bro. Arthur Anderson, who is the senior engineer on the Slaton division of the Santa Fe Railroad. Bro. Anderson was also elected Chief of the Division.

Brother Anderson is a model railroad man; the kind we would suggest that all

railroad men would do well to emulate.

He was born in Birmingham, England, December 16, 1860; came to America in June, 1872, and entered railway service with the Santa Fe June 13, 1879, as call boy in the mechanical department, at Topeka, Kansas. On May 1, 1881, he commenced firing on a switch engine in the Topeka yards. On December 1, 1881, he went firing on freight, and about one year later on passenger. On March 17, 1885, he was promoted to engineer in road service, but later went to Argentine, Kansas, and ran switch engine until the fall of 1886 when he returned to Topeka to again go in road service. On April 1, 1888, he was transferred to the Panhandle division at Wellington, Kansas. In April, 1898, he was transferred to the Southern Kansas Railway of Texas, with headquarters at Amarillo, Texas, now known as the Panhandle & Santa Fe Ry.

At present he is on passenger runs Nos. 903 and 904, between Amarillo and Slaton, Texas.

In all these years of faithful, continuous service in the employ of the Santa Fe, Brother Anderson has never been disciplined.

He joined Division 344, B. of L. E., in 1888.

Yours fraternally,

J. D. BUTLER, S.-T. Div. 871.

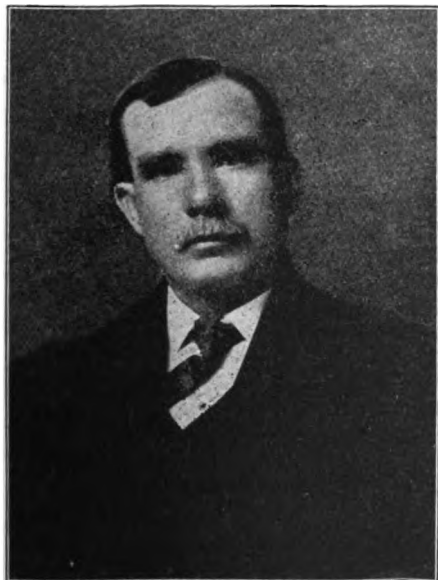
#### Solving Current Problems

ROSELLE, N. J., Aug. 6, 1917.

EDITOR JOURNAL: I was very much interested in the August number of the JOURNAL which I read from cover to cover, and found that Bro. W. E. Wescott, of Div. 180; Bro. H. E. Fox, of Div. 273; Bro. J. L. Boyle, of Div. 422, and Bro. F. E. Wood with many others had furnished thoughtful reading on the delegate problem, and in this connection I wish to offer three different plans, and each one can be made workable with one delegate from each Division.

First plan: Let the delegates give their service free gratis for the honor of this great and grand organization.

Second plan: Send the old retired engineers, many of them who are able and would be glad to serve in this capacity with enough to pay their expenses. Many



Bro. Arthur Anderson, Div. 871

of them are more than up-to-date and have no selfish ends to serve.

Third plan: Send the general chairman of each railroad system, large or small, and should the general chairman be otherwise engaged, send the next man in line, the local chairman. Change so as to meet once a year. Something should be done on the closed shop policy. This will require a determined stand by the B. of L. E. We came through the last fight without many scars, and as a whole have not lost many members over it. One of the next great problems is to prevent promotions in excess of the actual demand.

Faternally yours,  
J. O. DETWEILER.

### Looking Backward and Forward

CHICAGO, ILL., July 17, 1917.

EDITOR JOURNAL: When a man lives to almost complete the span of threescore and ten, and has spent thirty years of that time on a locomotive, and then retires and travels for years in foreign lands and distant possessions of the United States, and then returns to the scenes of his early days, and after a lapse of so many years again gets hold of an ENGINEERS' JOURNAL and notes so few names there that were familiar to him in other days, he is apt to fall into a reminiscent frame of mind, especially so if he be a pioneer engineer of the sixties and seventies.

We surely had our trials during those times with the wood-burners, the pumps, hemp packing, tallow pots and other primitive accessories to the game of railroading, but even worse were the troubles and trials we had with some of the officers of that period, who ruled as they pleased, no matter what hardship their ruling might cause you. I was then employed on the Mobile & Ohio Railroad at Jackson, Tenn., as timekeeper, fireman and engineer. Late in the seventies we had a superintendent who was very hostile to the B. of L. E., and who issued an order that all engineers on the System must get a withdrawal card from their Division and present same to their master mechanic, or leave the service. Some obeyed his mandate and stayed, while others, with more of the spirit of independence born in them I suppose, just quit the road.

From Mobile, Ala., to Columbus, Ky., is 472 miles, and but one lone member of the B. of L. E. of all the engineers employed on that long stretch of railroad retained his membership in the Order, and held his position too, and when medals are being distributed for loyalty just have one struck for Mark Dodd.

The order of that superintendent had a demoralizing effect on the B. of L. E. on

that particular road, several Divisions being compelled to return their charters to the G. I. D. I was then a member of Division 93, and with some others managed to tide over the dangers that beset our path at that time; Divisions 93 of Jackson, Tenn., and 21 of Memphis, Tenn., being the only ones that survived the test. It must be a source of gratification to the members now, as well as it is to those who were members in the long ago, to note the wonderful progress the B. of L. E. has made in late years, not only for the power it exerts in securing fair play for its members in the matter of pay for service and all that concerns their general welfare as employees, but also for the wonderful amount of good it has done in the way of relieving distress among the widows and orphans of deceased members as well as in providing pensions for those who have through age or infirmity been unable to follow their vocation.

If the twelve engineers who met in Fire Department Hall on Jefferson avenue, Detroit, on May 3, 1863, and there organized the Brotherhood, could witness the wonderful results of their work in the B. of L. E. of the present day, they would indeed feel justly proud, and it may be as truly said that they would also be pleased to know that the future success of the grand old Order is assured, guided as it is by men who have brains, and who are evidently moved by absolute honesty of purpose.

A VETERAN.

### Railroad Men's Home

HIGHLAND PARK, ILL., Aug. 1, 1917.

EDITOR JOURNAL: The following contributions were received at the Home during the month ending July 31, 1917:

#### SUMMARY

Grand Division, B. of L. E.	\$2724 18
Grand Lodge B. of L. F. & E.	2095 66
Grand Division, O. R. C.	77 32
B. of R. T. Lodges	65 85
O. R. C. Divisions	12 00
B. of L. F. & E. Lodges	25 00
L. S. to B. of L. F. & E. Lodges	10 00
Dividend on Carhartt stock	14 00
Sale of brick tags	9 40
Sale of junk	5 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
C. W. Herbert, Div. 608, B. of R. T.	1 00

\$5041 91

#### MISCELLANEOUS

Pair of blankets from Div. 811, L. A. to O. R. C.  
Quilt from Div. 382, G. I. A. to B. of L. E.  
Quilt from Div. 21, G. I. A. to B. of L. E.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Hot Weather Counsel

BY JAMES J. MONTAGUE

Just think about the polar bear  
Who roams Alaska's frozen sedges  
Or shivers in his icy lair  
Along the snow-topped glacial ledges.  
Reflect upon the shuddering seal  
Who uses hunks of ice for pillows,  
Where breezes from the pole congeal  
The frigid bosom of the billows.  
Recall the days of long ago  
When through the trees the wind was wheezing,  
And, fighting homeward through the snow,  
You danced to keep your feet from freezing.  
Remember how your ears were nipped  
By every January zephyr,  
And how a passing blizzard chipped  
The horns upon the brindle heifer.  
Don't ever think that it is hot;  
Don't ever mop your beaded forehead,  
And most emphatically do not  
Go round exclaiming: "Gosh! It's torrid!"  
Bring back to mind the swimming pool,  
That laved you in its clear, cool water—  
These thoughts may serve to keep you cool,  
But as for us, they get us hotter!

### Fair September

When the year began in March, September was the seventh month, as its name implies; but when the beginning of the year was set back two months, the name became inappropriate, and has remained so ever since. But who would wish to change it now?

We do not think of September as the seventh or ninth month, nor is it famous for historical recollections, but it is associated in our minds with the finest weather of the year. Summer has not ended except in name, but continues during the month, and of the most delicious kind. There is a summer stillness in the air, without the summer's heat. The days are short and we miss the long twilights of June, but this is compensated for by the fact that at no season are the sunsets more beautiful. Who has seen the September sun set behind the mountain top, and not marveled at its glory? Or over the ocean waves, or down the valley, or even across the rolling fields?

Who has not gazed in rapt attention at the golden haze that settles over hill and plain, and canopies the western sky with its soft and mellow radiance?

The September sun warms but does not cruelly heat; there is pleasure without danger in its rays.

September is the harvest month, the busy month for the farmer, and the happy month, as he now begins to receive returns for his long summer labors.

Vacation is ended, playtime is over and work begins, if the vacation time has been used to advantage we should return to our duties with renewed zeal and minds invigorated by rest. We get into harness once more with fond memory of the past few months of playtime and form plans for those to come, and in making our plans for G. I. A. work for the coming season, let us keep in mind the request of our Grand President that every Division give at least one entertainment, the proceeds to go to the Orphans' fund.

This is not demanded of us, but is entirely voluntary on the part of our members, it will be a labor of love to help our unfortunate sisters who have been left



with little ones to care for. It is to be hoped that the appeal of our Grand President will meet with a response that will surprise and please her. In the meantime let us enjoy every hour of leisure that we can take in this beautiful month that offers so many opportunities for enjoyment. Indoor and outdoor, each moment has its pleasure to endear itself to every lover of fair September.

### The Mischief Maker

You will find the mischief maker in the church and in the home,  
 You will find her in the school-room, and where'er you chance to roam  
 But the worst of mischief makers, whom we all should try to dodge  
 Is the vicious and malicious mischief maker in the lodge;  
 You can always recognize her by her never-ending railing,  
 As she shows up all her sisters; every fault and every failing.  
 Your faith in women she tears to shreds and tatters—  
 Your faith in God you find she almost shatters.  
 Anathema on all who differs with her she pronounces,  
 And what she cannot understand, she violently denounces.  
 She will tell you that the officers are bigoted and hateful,  
 Grafters and conspirators, both spiteful and ungrateful.  
 She'll tell you that you are a dupe, the one you trust, a knave;  
 She'll ask you if you do not know you are being made a slave?  
 On earth there's nothing, short of war, and riot,  
 To keep her happy—naught, to keep her quiet.  
 Of course the lodge can expel her, but the mischief then is done;  
 She has set you all to quarrelling, and therein finds her fun.  
 She has sown seeds of dissension, by her every word and action,  
 Looks and listens for all discussions with glowing satisfaction.  
 Judge her by her motives or her methods—they are nameless.  
 A necessary evil, truth, is she,  
 Since she like us, has life and liberty.  
 When ousted she may set her up a kingdom all her own,  
 Of other down and outs, put herself upon the throne,  
 Big frog in little puddle—If she likes it what care we?  
 But at her great unhappiness we don't rejoice as she  
 Leaves us in silence and despair,  
 Look, another mischief maker is right there.

SELECTED.

### The Work for Women of Today

The great question that faces the women of the United States today is: What sort of service will be required of us when our men go out to war? What are the important and what the unimportant things to do? We should profit from the experience of our Canadian sisters, who responded so nobly to the call of their country's need and stopped neither to calculate the rewards nor to count the cost. The war was dropped on them and they had to rise instantly to meet the emergency. They soon found that it was not necessary to don uniforms and learn to drill, but as always, it was the nearby, homely duty that made the first and strongest claim. The call from the trenches for knitted socks and caps to keep the feet dry and the head warm, and for tobacco to keep the spirits up soon pointed the way for women to serve. The womanly way, to sew, knit and raise money with which to purchase the necessary material. Let us emulate the example of the Canadian women who came forward with as complete consecration as the men who stepped forward to enlist.

We can work for the Red Cross, which is the chief channel through which the needs of the soldier in field, in hospital or in prison are supplied. This part of the work will appeal to every woman who has any spare time at all. (And who could not find some time for this cause?) There will be need for nurses and nurses assistants, and hundreds of young and ardent women who yearn to do something for their country can serve in this way. Altho the duties attached to this branch of service will involve more of drudgery than romance we know that the American women who choose this line of work will be equal to the task and loyal enough to stick to their post of duty. The munition factories will need the services of young, intelligent workers who will receive good pay for their services. In whatever line of industrial service the women become engaged in, alongside of men, equal pay for an equal amount of work should be expected. Women who have become professional doctors surely will be needed in this crisis and will be willing to take

their places with physicians of the other sex. An enormous clerical force will be needed to take places of men who have been called and this will give girls who have learned stenography and bookkeeping plenty of work, at which they will be earning a living as well as serving their country. There should be many women supervisors to inquire into and regulate working conditions of women. They should have charge of free employment bureaus in every large city to find for all women needing work the kind of work for which they are best fitted. In the food crisis we see a situation that is clearly for the women to deal with, they should carry on an energetic campaign for the checking of household waste and favor the adoption of the balanced ration. It is to be hoped that our women will not lose their heads and becoming over zealous, try to rush into work for which they are not fitted.

We sincerely hope that no condition will ever arise that will make it seem necessary for women to take the places of railroad men. We do not think for a minute that women will be asked to do this thing and if any one of our sex should, from a mistaken sense of loyalty, attempt to do this for which they are so utterly unfitted in every way, there should be a stop put to it.

Such an innovation would lower the condition of our class and disrupt the power of organized labor, to which our women and children owe all the advantages that have come to them through that source. All the train orders and their auxiliaries should be united upon this subject and discourage any attempt made to hire women to work on the railroads. There are so many, many ways that women can serve their country with credit to themselves and honor to their men-folk. We hear that the Sante Fe R. R. has hired 200 women, we do not know in what capacity, but if this is true, this movement should be condemned by our people. Better far to remain in the home and make it a place of rest and loving service and use the spare moments in helping the Red Cross in our own way. Will some of the Sisters of our Order out on the Sante Fe write to us and tell us

just what is being done out there and may we all join together to preserve the true dignity of womanhood as well as the dignity of labor.

All honor to the brave, loyal women of Canada. Let us take them for our example and we cannot go wrong.

Let us be as the mothers and sisters in the past have been, brave and loyal enough to put no hindrance upon the going of our dear ones at our country's call, for the liberty of the world. Let us bid them God speed and we can rest assured that the women will rise equal to the necessary demands made upon them just as our Canadian sisters have done.

MARY E. CASSELL.

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### Haranguing the Economizers

No class in the United States has been harangued so earnestly and consistently to stand by the government in war as the American housewives. The virtue of the propaganda is not to be questioned. Yet one may imagine that to many thousands of housekeepers this persistent appeal gets a bit monotonous at times; to some it may assume an aspect bordering on the humorous.

For the average American housewife is more economical in everyday matters than her lord. Millions may be wasted annually through the kitchens, but millions to match are wasted in those domains where masculine talent is dominant. So far as personal expenditures are concerned the wife is far less likely to offend the tenets of an economical era than is her husband.

Wastefulness, we are told, is more or less a national sin, which is to be regretted in the best of days but is doubly offensive in times when the nation's every resource is commandeered for war effectiveness. No class or condition is free of the necessity to make every ounce of strength count on the side of American efficiency, for upon everyone falls the responsibility for service.

But preaching to the housewives of America is likely to be overdone. As a matter of truth, the kitchen has not been a conspicuous offender in the matter of waste. For years the woman compelled

to run her house on an average family income has had drilled into her by stern experience and with a minimum of oral or written preachment, the fact that economy is necessary. Too much food, doubtless, has gone into the great American garbage can. In the main, however, it has gone not from the vast number of kitchens of average folks, but from the careless rich and the ignorant poor.

If then some thousands of intelligent housewives scattered over the country are inclined to scoff at the columns of advice and exhortation thrown at them by well meaning but perhaps overzealous representatives of the food economy propaganda, their attitude may be excused as being entirely natural under the circumstances. No one believes, however, that they will relinquish one bit of their customary care in handling their portion of the food conservation problem. They have been practicing kitchen economy for so many years that they are ready even for extraordinary effort now.

Meanwhile, let some of those now engaged in haranguing the housewives on economy look to their own fields of endeavor. Let them, in brief, practice something of what they preach.—*Cleveland Plain Dealer*.

### Clothes Make a Difference

Clothes do make a difference. They shouldn't, of course, for real worth has nothing to do with clothes; but we who meet folk casually must judge, very often, by appearance. A girl with a blouse on that is fastened by a safety pin instead of a button is very often labeled "sloppy" in our minds, although her character may be beautiful. A man with a week's mud on his shoes is not very likely to be given a responsible position, because it is quite logical to figure out that a man who neglects his shoes will neglect his work too. Perhaps the man, despite his shoes, is a very conscientious worker; but how can the casual observer know? Many perfect housekeepers may wear flannel wrappers to the breakfast table—but though their homes may be immaculate and their children wonderfully brought up, if I were a man choos-

ing the woman to trust with my home and children, I'd be inclined to search for the woman who looked fresh and crisp and dainty and smiling as she poured my morning coffee.

"Clothes do not make a man." So runs the old adage. But, adds a modern clothing advertisement, "They cover nine-tenths of him!"—*Margaret E. Sangster, Jr., in Christian Herald*.

### My Engineer

There's a smile on his face as he bids me goodbye  
Though the lines in his brow still prevail  
As with step firm and true,  
He departs with the crew  
That will man the outgoing fast mail.  
And a sob I suppress as I gaze after him  
And a prayer for his safety repeat,  
But the hand firm as steel,  
And those true eyes reveal,  
Not a moment one thought of retreat.  
But the cares are stamped deep on the face that I love,  
And the hair prematurely turned white,  
For the lives in his care  
Are well placed; he would dare  
Give his own to protect them from plight.  
So I watch and wait his return with the crew  
And the lives all treasured and dear.  
May his crown be the best  
When they lay him to rest  
My trusted and tried engineer. —Mrs. W. B.

### Good Words for Girls

Your mother is your best friend.  
Have nothing to do with girls who snub their parents.

Tell the pleasantest things you know when at meals. Exercise, and never try to look as though you were in delicate health.

Introduce every new acquaintance to your mother as soon as possible.

Enjoy the pleasures provided for you by your parents to the fullest extent. They will like that as a reward better than any other.

Most fathers are inclined to overindulge their daughters. Make it impossible for your father to spoil you by fairly returning his devotion and affection.

Never think you can afford to be dowdy at home.

Cleanliness, hair well dressed, and a smile will make a calico look like silk, or satin to a father or brother.

Do not quarrel with your brother; do not preach at him, and do not coddle him; Make him your friend, and do not expect him to be your servant, nor let him expect you to be his.

#### 26th Anniversary of Div. 99, Boston

Div. 99, Boston, Mass. celebrated their 26th anniversary in May. An invitation was extended to Sister Cook, A. G. V. P. Bro. F. S. Evans, for whom our Division was named, Brother Baldwin, Chief of Div. 61, and to the husbands of our deceased sisters.

We very much regretted the absence of Sister Cook who was unable to be with us. We were glad to welcome and cheer a few of the husbands of our dear sisters who have died since we organized. The supper was in charge of Sister Hovey who with her able assistants, gave us an excellent spread. The entertainment was in the hands of Sister Alpha Taylor, and was a most pleasing one. Our President, Sister Pease, made the address of welcome and spoke of the prosperity of the Division. May our anniversaries be many and each one better than the last.

In June we put on the memorial service for our departed sisters. It is splendid to know that we can honor their memory with such a beautiful service. Our summer outings have begun and we are anticipating many happy days together as one big family.

In this way we become better acquainted with each other and thus promote the welfare of our Order. COR. SEC.

#### 25th Anniversary of Div. 142

The 25th anniversary of Div. 142 was fittingly observed on the afternoon and evening of July 18, at the hospitable home of Mr. and Mrs. Richard M. Bridge. The ladies spent the afternoon with their fancy work and conversation. In the evening a bountiful supper was served, at which the husbands and families were present. We were delightfully entertained with readings given by Mrs. Ida S. Meyer. Sister Lowe, our President, gave a brief history of the organization, and spoke of the splendid work being done with the Silver Anniversary Fund. The

charter members who still belong to the Division were presented with silver thimbles as souvenirs of the occasion. Those receiving the gifts were Sisters R. M. Bridge, Jas. Young, Jos. Fisher, Bernard Smith, J. M. Kistler, Anna Hess and H. Bennett.

Out of town guests were present from Roanoke, Va., and Wilkinsburg, Pa. An offering for the Orphans' Fund was taken and a neat sum realized. Brother Giesy gave us a solo, and after all joined in singing old-time songs we departed for our homes, declaring this to have been the best of the anniversary picnics yet held.

COMMITTEE.

#### State Meeting in Tennessee

The fourth annual state meeting was held in Nashville, Tenn., June 18 and 19. The visiting Sisters were met at the different depots by committees and escorted to the hall where Div. 221 was in charge. A business session was held the first afternoon, and in the evening a public reception was given.

The two Divisions gave exhibitions of drill work, Div. 221 making the different letters of the Order and Div. 532 giving a fancy drill, carrying the American flag and all singing America.

This was followed by an interesting program given by members of our families. The second day Div. 532 had charge of the business session and the noon lunch was served in the grotto of the Jungerman. At the afternoon session Div. 71 honored Sister Agnes Quinn, for whom their Division was named. They had her conducted into the Division room, introduced and escorted to the rostrum under an arch of roses held up by the members. They then marched up, each one in passing presenting her with flowers.

This was well done and was very pretty. We missed dear Sister Crittenden who was unable to be present on account of illness.

Flowers were sent to her expressing our love and sympathy.

Sister Alsop presented Sister Splain, State President, with a fine mayonnaise set, the gift of Divs. 221 and 532. Sister Sursa, of Indiana, Grand Inspector, was

with us and gave a splendid talk urging all to be loyal to the Old Glory. The next meeting will be held in Jackson.

COR. SEC.

### School Held in Altoona

On the 9th, Div. 64, Altoona, Pa., held a school of instruction in Odd Fellows' Temple, with Sister Murdock as instructor.

We were pleased to have with us as guests Sister Murdock, G. P., Sister Garrett, G. G., Sister Wilson, Pres. of V. R. A., Sisters Reiley, Mateer and Ripley, Inspectors. Sister Lockhard, President of 65, was here for the occasion, from Cleveland, O. The meeting opened at 10:30 a. m., and at noon we adjourned and went in a body to the Baptist Temple, where dinner was served. Our honored guests and visiting presidents were seated at a special table.

About 150 members attended the school and at the afternoon session some splendid work was done by Div. 64.

The memorial service as given by this Division was highly complimented. Five minute talks were given by Grand Officers, Inspectors and Presidents. Sister Emeigh, in behalf of Division 64, presented Sister Murdock with a little gift, her response showing her appreciation. Luncheon was served in the evening, after which a splendid entertainment was given, and all who were present joined in wishing Div. 64 many happy returns of this happy day and evening. SEC. DIV. 64.

### Notices

DIVISION 80, Mauch Chunk, Pa., will have a Union Meeting on Thursday, Sept. 27, in Odd Fellows' Hall, on Broadway. Meeting to open at 10 a. m. A cordial invitation is extended to all Divisions to attend. SEC.

THE Middle Atlantic Circuit will hold their next meeting under the auspices of Long Island Div. 272, Jamaica, L. I., Sept. 19, in the Division room, Masonic Temple, Stoothoof Avenue, Richmond Hill. Meeting called at 10 a. m. All members of the G. I. A. invited.

COR. SEC.

DIVISION 307, Reading, Pa., will hold a Union Meeting on Wednesday, Sept. 26. Meeting called at one p. m. in Red Men's Hall, 831 Walnut street. All Sisters will be made welcome. SEC.

THE Georgia state meeting that was to have been held in Waycross in Oct. has been called off, on account of the serious times. Many Sisters have sons in training who may be called to leave at any time, and it was thought best to postpone the big meeting until the clouds become lighter. MRS. J. H. WELCH.

### Division News

FEELING that we would like to become better and more intimately acquainted with our Sister Railroad Auxiliaries, we invited the Ladies Auxiliaries to the O. R. C., B. of R. T. and the B. of L. F. & E., also our Sister B. of L. E. Auxiliary 106 from San Francisco to meet with us on April 18th. At 12:30 we formed in line and were led by Past Grand Chaplain, Sister Boley of Div. 106, and our President, Sister Hahn, followed by the visiting presidents and other members to the banquet hall. The first to meet the eye were flags; from tiny ones to an immense six-foot one and the nations colors from floor to ceiling, favors being a small flag for each guest and member. After singing America, all were seated and partook of a bountiful luncheon after which our Past Grand Chaplain, Sister Boley, gave us a few remarks in her usual kind and most gracious manner—first on Fraternity, thinking it a fine thing for our Railroad Auxiliaries to become closer allied in our feelings for each other in our work and for our general welfare; next on the great patriotism and loyalty we should show for our country, and many other grand expressions which inspired us all to a higher and nobler plane.

When lunch was over we repaired to the meeting hall and listened to some instrumental solos by younger members of our families and then had a game of whist with pretty prizes for the winners, also other games and prizes for those who did not play cards, and ended our day of pleasure by presenting the visiting Presi-

dents with large bouquets of carnations and our best wishes to their Orders, hoping to have more such meetings.

There were about 120 present and everyone enjoyed themselves, and that they have since felt not each as an Order apart, but more as a sister to the other Railroad Auxiliaries.

Wishing all our own dear Sisters success and prosperity, I am,

Yours in F. L. & P

SECRETARY DIV. 156.

DIVISION 239, Louisville, Ky., held a flag celebration at the last regular meeting in June. Master James Hall acted as flag bearer and was escorted into the room by the Guide.

At the altar he paused and spoke a few words under the red white and blue. Sister Guide responded with a poem entitled "Our Flag." America was sung by the members and the flag was taken to the post of honor, at the President's station, and there it will be placed at each meeting. At this time we made plans and appointed a committee to make arrangements to take up Red Cross work, most of the Sisters pledged themselves to help in every way possible to provide for the needs and comforts of our soldiers.

At the close of the meeting refreshments were served to the large crowd assembled.

SEC. DIV. 239.

DIVISION 21, Atlanta, Ga., entertained Dixie Div. 135 and the B. of L. E. Divisions recently. Everyone came with the idea of having a good time, and the purpose of the meeting was more than realized. The Sisters of 21 all dressed in white, put on a very beautiful drill which took so well that they had to repeat it.

The program was well arranged and every one responded when called upon. All took part in the penny drill and the result was a nice little sum in the basket. The table was a bower of beauty, profusely decorated with baskets of flowers and ferns. In the center was a large cake with the letters G. I. A. and scroll work made in the icing. After supper was over the cake was chanced off, and one of the Brothers present was the lucky one to get the cake. Dancing and music

was enjoyed until a late hour, and it is our desire to have Div. 135 and the Brothers with us soon again. COR. SEC.

DIVISIONS 53, 125, 182, 274 and 366 of the Twin Cities held a joint union meeting in Arcanum Hall, St. Paul, Minn., on June 21, 1917.

We were delighted to have present Sister Merrill, Grand Sec., and Sister Collins, Grand Sen., fifteen Presidents and over two hundred visitors representing twenty-eight Divisions.

Some form of the ritual work was exemplified by each of the five Divisions.

Division 274 held memorial services; Sister Merrill making the memorial address.

Division 366 favored us with a drill which was most beautifully done.

Sister Merrill gave a very interesting talk on the good work being done with the income of the Silver Anniversary Fund. The collection amounting to \$16.70 was donated to the cause.

Dinner was served at noon, the hall and dining room being decorated with palms, cut flowers and flags.

SECRETARY DIV. 274.

CRANBROOK, B. C.—In justice to our Inspector Sister Mains, we wish to say that she did her duty by us last year in her usual happy manner. We had planned to celebrate the seventh anniversary of Div. 473 on a certain date and arrangements on a large scale were already completed when word came from Sister Mains that she would arrive a day later. We had already issued invitations to members and friends to come to a sumptuous banquet and dance, so we let it go on. All had a jolly, good time and the next day our President met Sister Mains at the train, and we were as dignified as you please until after inspection was over and then we had heart to heart talks with her, and we cannot estimate the good she did us. We hope she will come again sometime and bring our Grand President to visit us. COR. SEC.

DIVISION 14, Chicago, Ill., held their second annual Past Presidents' day June 26. President Sister Combs made the

welcoming address to the visiting Past Presidents, after which they were conducted to their respective stations, Sister Shepherd being presiding officer of the day. Beautiful bouquets were given Sisters Combs and Shepherd by the Division. Sisters Murdock and Merrill were present and their addresses were more than appreciated by the assembly. Sister Murdock gave her hearty approval of these annual Past Presidents' sessions, the opportunity which keeps the retired officers in touch with their Divisions and the bringing together of other divisions. The arrangement committee, Sisters Lintner, Jackson and Coleman, left nothing undone that would lend to the pleasure of the occasion. Nearly every Division in our circuit was represented, dainty refreshments were served and all declared it a most successful meeting.

MEMBER OF 414.

DIVISION 161, Toronto, Canada, held memorial service the evening of June 27. This was the first time for the service to be presented in Canada, and was largely attended.

In front of the President's station was a crescent and star. The star was made with flowers in our chosen colors and the crescent of ferns filled in with carnations as the names of the departed ones were called. As the name of Sister Reddie, the first member and President in Canada, was given, a white dove descended, bearing a spray of carnations, which was placed with the others in the crescent. The floor work was beautifully done by the members, and the sacred music was sung by Miss Gladys Newell, accompanied by Miss Jean Ross. The memorial address was written by Brother Belyea, of Div. 70, and was in splendid form. At the close of the service Sisters Mains, Smith and Bouskill were called on and all spoke with great feeling, paying loving tribute to the departed ones. SEC. DIV. 161.

DIVISIONS 266 of Rockland, Ill., and 406 of Silvis, entertained Div. 51 of Cedar Rapids, on July 10. The Sisters arrived in Rockland before noon and were met with a special car and taken to Campbell's

Island, where a three-course luncheon was served.

This was in charge of Div. 405. The tables presented a beautiful sight, decorated with red roses, sweet peas and ferns.

Little silk flags were given as favors and covers were laid for 46. After luncheon a return trip was made to Silvis to our hall where a short session was held, and the members put on some of the work. We enjoyed short talks from some of the guests, and Sister Hallet, of Cedar Rapids, favored us with a piano solo composed by herself. She also presented the two entertaining Divisions with a very beautiful march of her own composing. At 5:30 we started for Black Hawk's Watch Tower, where a fish dinner was served by Div. 266.

The long table looked lovely with vases full of pink carnations and a carnation at each plate. Every one enjoyed the dinner, but we think that Bros. C. Nelson and G. De Bourcy, seated at the head and foot of the table, enjoyed it most of all because they were the only men there and were made to feel quite important. The afternoon was full of fun, and when our guests departed for home, we all declared that this was the end of a perfect day. SEC. DIV. 405.

DIVISION 507, Raleigh, N. C., enjoyed a banquet in July, at the home of Mrs. R. R. King, with Sister E. B. Garnette as hostess. To stimulate interest and get new members at the beginning of the second quarter, two captains were appointed, Sisters Garnette and Horton. The membership was equally divided between the two and the side having the best attendance for the quarter ending June 1 was to be given a banquet by the other side. We were well paid for our trouble, which was pleasant all through, and we more than doubled the attendance.

The banquet was served in courses and was a great success. We enjoyed it so well that we are looking forward to another one in October. MRS. W. H.

HALIFAX Div. 491 is way down in Nova Scotia, in what is called the Gateway of Canada. This is a small Division but rapidly growing. Last year we had a

visit from Sister Mains and Sister Sinclair, and they declared that our work was good.

At our last meeting we had a drawing for a quilt, which was won by the husband of one of our members. Sister Lovett pieced the quilt and donated it to the Division. The members sold tickets, and we are pleased to say that the drawing was most satisfactory.

We wish to thank Sisters of other Divisions who helped us by purchasing tickets. Mrs. C. E. Wilson, our President, met many Sisters at the last convention, and she would like these faraway Sisters to know that the drawing has taken place.

SEC. DIV. 491.

Div. 544, Vancouver, Wash., spent a jolly day in May, which we would like to tell about, thinking it might be an inspiration to other Divisions. Our former Secretary recently moved to another division of the road, and the President appointed a committee of four to notify all members, and tell all who could go to pay her a visit, to prepare lunch and meet at the station. This was done and seventeen of our members responded. After a ride of a few hours we reached our destination and were met by Sister Densmore, who escorted us to her home where tables were already set and coffee prepared.

The day was so thoroughly enjoyed that it was decided there and then that we would have a similar affair on another member soon.

SEC. 544.

Div. 307, Reading, Pa., will hold a Union Meeting on Wednesday, Sept. 26, in Red Men's Hall, 831 Walnut street.

Meeting to be called at 1 p. m. sharp. All Sisters are invited.

SEC. 307.

THE California Union Meeting, long anticipated, has passed into history and each one who failed to grasp this opportunity to visit Los Angeles and enjoy the hospitality of her people has missed a week of genuine pleasure. The meetings of the G. I. A. were all well attended, over two hundred and fifty guests registered, coming from almost every State in the Union. Canada too was represented by several.

Our Brothers were less fortunate—as all know, business on the roads is very heavy, and the men could not get away from their duties, so not so many were present.

Too much credit cannot be given to the Brothers and Sisters in charge of the arrangements for our comfort and pleasure. Brother and Sister A. F. Smith welcomed us when we presented ourselves at headquarters and supplied us with our little red badges which were to admit us to all the good things and "they were numerous" that had been arranged for our enjoyment.

The first day was full of business, the two orders holding separate meetings, morning and afternoon, and uniting in a public meeting in the evening. The day's program was participated in by officers and members of California Divisions as follows: 104, 106, 156, 243, 393 and 533. The Grand Officers present were Grand President Murdock, A. G. V. P.; Norton and Past Grand Chaplain Bowley. Luncheon was served to all at the noon hour in the banquet room and to say that all enjoyed the refreshments and the good fellowship is putting it mildly, the happy faces, the wit and merriment combined to make the day one never to be forgotten. Grand Organizers Sisters Lizzie D. Armstrong and E. B. Gilbert were in attendance, and were justly proud of the fine work exhibited.

July 20th: We had an opportunity to see something of the wonders of Los Angeles and the surrounding country. We were treated to a free auto ride around the city and a free picnic lunch and rest before our return to the city. That evening we had the time of our lives at an entertainment given by the G. I. A. in I. O. O. F. hall. The drills were beautiful and did credit to the instructors.

July 21st: We assembled at the trolley stations for a trip to Venice, the Coney Island of the Pacific. The weather was fine and children and grown-ups were rivals for the sports. All concessions in the park were free to members and their families, fully one thousand participated in the sports and partook of the fish dinner provided.

Brother Kelly and Sister Norton were



nobly supported in their work for the success of this meeting by their able assistants. Every one was made to feel welcome, and we believe every one was happy. The Grand Officers and visitors were invited to remain and attend the regular meeting of 392 on the 26th. The invitation was accepted by some and a veritable love feast was participated in by all who had worked so hard to get ready for the Union Meeting and the guests who still lingered. We may never meet again, but we feel sure we will never forget our California friends, and we assure them a warm welcome should they ever come east of the Rockies.

#### ONE OF THE LUCKY VISITORS.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Sept. 1, 1917.

*To Division Insurance Secretaries, V. R. A.:*

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Aug. 31, 1917.

#### SERIES A

##### ASSESSMENT No. 348

East St. Louis, Ill., July 4, 1917, of chronic neuralgia, Sister Elinor Delano, of Div. 179, aged 64 years. Carried one certificate, dated Jan., 1903, payable to Elinor M. Decker, friend.

##### ASSESSMENT No. 349

Jersey Shore, Pa., July 9, 1917, of pulmonary tuberculosis, Sister Ella B. Burkhart, of Div. 450, aged 44 years. Carried two certificates, dated Feb., 1910, payable to Gilbert Burkhart, husband.

##### ASSESSMENT No. 350

New York City, July 10, 1917, of cerebral hemorrhage, Sister Mary B. Davies, of Div. 264, aged 56 years. Carried one certificate, dated June, 1908, payable to E. P. Davies, husband.

##### ASSESSMENT No. 351

Memphis, Tenn., July 16, 1917, of gas poisoning, Sister Bessie Nelson, of Div. 159, aged 38 years. Carried one certificate, dated Aug., 1916, payable to Frank L. Nelson, husband.

##### ASSESSMENT No. 352

Escanaba, Mich., July 18, 1917, of myocarditis, Sister Nora C. Drake, of Div. 229, aged 64 years. Carried two certificates, dated Nov., 1897, payable to W. J. Drake, husband, and Surrella Drake, daughter.

##### ASSESSMENT No. 353

Washington, D. C., July 19, 1917, of pulmonary tuberculosis, Sister Johanna Mealy, of Div. 115, aged 50 years. Carried one certificate, dated March, 1901, payable to Michael Mealy, husband.

##### ASSESSMENT No. 354

Newark, O., July 23, 1917, of myocarditis and Bright's disease, Sister Mary Wiley, of Div. 41, aged 42 years. Carried one certificate, dated Sept., 1916, payable to William J. Wiley, husband.

##### ASSESSMENT No. 355

Des Moines, Iowa, Aug. 5, 1917, of phthisis, Sister Mary Kelly, of Div. 113, aged 51 years. Carried one certificate, dated Sept., 1914, payable to Geo. Kelly, husband.

Members will pay their Insurance Secretaries on or before Sept. 30, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 305A and 306A—11,968 in the first class, and 6,875 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

### Household Hints

Borax water will restore the gloss to sateen in washing.

Use warm water to sprinkle starched clothes, and the effect will be twice as satisfactory.

Try removing mildew by soaking in a weak solution of chloride of lime, then rinsing in cold water.

To erase all traces of scorch stains, wet the scorched place, rub with soap, and bleach in the sun.

Ink-stains are sometimes removed by soaking in sour milk, and then rinsing in a weak solution of chloride of lime.

To remove stains of blood, soak them in cold salt water, then wash in warm soapy water, and finish by boiling.

Grass stains may be eradicated by saturating the stain with kerosene, then putting the garment in the wash-tub.

Fine gingham and percales will emerge from the tub with the gloss and dressing of new material if dipped in sweet milk instead of starch. — *Pittsburgh Christian Advocate.*

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### MAIN RESERVOIR AND BRAKE-PIPE PRESSURE EQUALIZE BRAKE VALVE IN RUNNING POSITION

**Q.** Our engines have the E-T equipment, and I would like to ask the cause for the brake-pipe and main reservoir pressures equalizing when the brake valve handle is in running position. I have been having this trouble with my engine when cut off from train, but when air is cut in to train, the black hand will stand at 70 pounds and the red hand at 100 pounds, which is our standard pressure. Why does coupling to train make this difference?

G. C. B.

**A.** That the desired brake-pipe pressure is had when coupled to train, tells us the feed valve is properly adjusted; therefore, the cause for equalization of these pressures must be due to leakage of main reservoir air into the brake-pipe. As the brake valve and feed valve forms the dividing line between the main reservoir and brake-pipe, it is here we will expect to find our trouble. Main reservoir air enters the brake valve through the pipe bracket, and through a port in the valve to the chamber above the rotary valve; therefore, leakage past the rotary valve into the brake-pipe port will cause the pressures to equalize. A defective pipe bracket gasket may permit air to leak from the main reservoir port to the brake-pipe port, and cause equalization. A defective body gasket may permit main reservoir air to leak into chamber D, and the rise of pressure will be indicated by the black hand on the large gauge. Main reservoir pressure is also present at one side of the feed valve and in the supply valve chamber, therefore leakage past the supply valve or feed valve case gasket will cause the pressures to equalize. To locate the defect, make a brake-pipe reduction sufficient to separate the hands, return the brake valve handle to lap po-

sition; then close the cut-out cock below the brake valve, and if the black hand on the large gauge remains stationary, the defect will be found in the feed valve, or its case gasket, as now the feed valve port is blanked by the rotary valve. But if the black hand again equalizes with the red hand, the defect is in the brake valve, and may be due to a leaky rotary valve, defective pipe bracket gasket or body gasket. To determine which is at fault, with the cut-out cock still closed, move the brake valve handle to service position, exhausting all air from chamber D and the short piece of brake pipe, then return the handle to lap position. Leakage past the rotary valve or pipe bracket gasket will cause a blow at the brake-pipe exhaust port; while leakage past the body gasket will cause the black hand to raise and there will be no blow at the brake-pipe exhaust port. There are two other possible sources of main reservoir air leaking into the brake pipe, one is past the distributing valve gasket, that is, the gasket between the distributing valve to reservoir, here air may leak from the main reservoir port to the brake-pipe port; the other is through the dead engine fixture, where the cut-out cock and check valve are leaking, or where the check valve alone is leaking and the cut-out cock left open. To determine if the leakage be at either of these points, reduce the brake-pipe pressure below that in the main reservoir and close the cut-out cock below the brake valve, leakage will be indicated by the rise of the black hand on the small gauge. The reason for the pressure not equalizing when coupled to a train is, the leakage from the brake pipe was greater than the leakage into it; whereas, with the engine alone the leakage into the brake pipe was greater than the leakage from it.

#### WESTINGHOUSE A-M-M TRACTION BRAKE

**Q.** With the Westinghouse A-M-M type traction air brake, what would cause brakes on all cars behind motor car to release when motorman tried to graduate brakes off in stopping, after a full service application had been used?

E. R. M.

**A.** Your question is not quite clear, as you do not state the type of brake valve;

in what positions it was used; and if a No. 14 double check valve is used? Did this undesired release of the brakes occur only after a full service application, and were the cars behind the motor trailers, or were they also motor cars? In looking for an answer we will, therefore, assume that an M-15 brake valve was used without the No. 14 double check valve, and that the attempt was made to graduate off the brakes by moving the brake-valve handle between release and holding positions, instead of between release and lap positions.

In this case the brake pipe throughout the train was continuously fed from the control pipe and all triple valves assumed release position throughout the release. The exhaust of the triple valve on the motor car, being piped to the brake valve, was closed in holding position of the latter and this caused the first brake in the train to be released in graduations in conformity with the brake-valve movements above mentioned. In making a release of the brake the following points should be borne in mind at all times:

1. If the brake-valve handle be placed in release and running position, and left there, all brakes in the train will fully release.
2. If the brake-valve handle is placed in release and running position for a moment and then moved to holding position, the brakes on all cars except the operator's will release fully, but the brake on the operator's car will not release, (the brake cylinder exhaust being piped to the brake valve).
3. If the brake-valve handle is placed in release and running position for a moment, and then moved to lap position, the brakes on all cars will graduate or partially release.

A movement of the brake-valve handle from release and running position to holding position does one thing only, closes the brake cylinder exhaust port in the brake valve and prevents further escape of air from the brake cylinder to the atmosphere. This is the "Straight Air Release" feature and plainly applies to the operator's car only.

In releasing it must be remembered

that for a given pressure in the brake cylinders the brakes will stop the train quicker at low than at high speeds. Consequently, having a certain brake-cylinder pressure at the commencement of a step, which should be as high as conditions will allow, the pressure should be reduced as the speed decreases in order to keep the retarding effect of the brakes uniform.

The "Graduated Release" feature enables the operator to do this, thus preventing the train coming to a stop with a jerk.

Brake-pipe reductions beyond the point of full application give no additional cylinder pressure but do materially lengthen the time required in which to release the brakes, on account of the time required to recharge the depleted brake pipe. From this it is clear, also, that if a graduated release is attempted after such an over-reduction, the handle may be moved to release and running position and returned to lap position without raising the brake-pipe pressure above that of the auxiliary reservoir. Therefore, the triple valves do not move to release position and there can be no graduating of the release. Over-reductions waste air, are of no benefit, and interfere with the proper release of the brakes. As a brake-pipe reduction of from 18 to 20 pounds gives a full application, this should be regarded as the limit.

#### CLASP TYPE OF BRAKES

**Q.** Here is a question on train brakes that I would like to have answered through the JOURNAL. We recently received a lot of new steel passenger cars, and I noticed the brake rigging is somewhat different than on the older cars, as a brake shoe is used on each side of the wheel. Now what is the object of using two brake shoes; does this give any greater braking power; is there any greater tendency for the wheels to slide, and should the brakes be operated the same as with the single shoe type? **ENGINEER.**

**A.** The type of brake rigging you refer to is known as the "clasp brake," and is now being applied to the heavy steel passenger equipment on a number of different roads. One of the advantages of

this type of brake rigging is, that in developing the proper percentage of brake power for the heavy cars, the pressure on the brake shoe need be but one-half or even less than one-half that used with a single shoe; and this works out greatly to the advantage of the shoe, as to its retarding effect on the rotating wheel. Where but one shoe is used, due to the high pressure on the shoe it will heat quickly, causing a breaking down and melting of the metal, which reduces the coefficient of friction between the shoe and wheel, thereby lengthening the stop. Another valuable feature of this kind of rigging is that the brake shoe pressure is the same on both sides of the wheel, thus preventing the journal being crowded out from under the brass when the brake is applied, as is the case where but one shoe is used, even though the shoe be hung well below the center line. With the single shoe type of rigging it is found that the high pressure exerted by the shoe on one side of the wheel will cause the tilting of brasses sufficient to lift one side of the brass a considerable distance away from the journal, so that a wide space is open for waste to be caught between the brass and the journal when the brake is released and the brasses and journals resume their normal position, and this results in producing hot boxes. In trying to overcome this bad effect, shoes are hung below the center line of wheel, which is responsible for increased piston travel; and as the rate at which both service and emergency braking power are developed is largely dependent upon piston travel, this means a lengthing of the distance in which the train is stopped.

Again the high brake-shoe pressure developed on one side of the wheel with a single shoe brake produces a binding effect between pedestals and oil boxes, which interferes with the proper action of the truck springs during an application of the brakes, and when the shoes are hung low, as is necessary with the ordinary six-wheel truck and single shoe brake, the pulling down effect of the truck destroys the purpose of the truck equalizing springs. This binding between pedestals and oil boxes causes the car to ride hard when brakes are applied.

The double shoe brake is operated the same as with the single shoe type.

#### CAUSE FOR PUMP SHORT-STROKING

Q. I am a careful reader of the Technical Department, and in reading the first question of the June issue in regard to to pump making slow and short strokes, would like to offer my experience in the matter, as I have had several engines give trouble of this kind. I have found where the air strainer is stopped up, the pump will work very slow and compress but little air; this can easily be overcome by taking out the strainer and washing out the screen with the sprinkling hose. I have also found that where a pump short-strokes it is caused by the use of too much oil in the air end, which causes the lower receiving valve to stick shut, excluding air from lower end of cylinder, thus forming a partial vacuum below the piston, causing a sudden jar, which in turn causes the reversing valve to fall, thus causing a short stroke of the pump. I have also found that the trouble can be remedied by holding the hand over the strainer so as to exclude all air from the pump while it is working, and a very few strokes will start the pump to working all right again. I also tried oiling the reversing slide valve by taking cap off and pouring oil on valve before starting pump, and had no trouble until I oiled the air end. I have tried this on several pumps and the result is the same. J. W.

A. The causes given for the improper action of the pump do not reason out very well, as where air is excluded from the pump it will cause the piston to make a quick rather than a slow stroke. The reason for this is, the work performed by the piston is in compressing the air, and if there be no air in the cylinder there will be no work for the piston to do, that is, no pressure to resist its movement, which will, of course, result in a quick movement of the piston. It is quite frequently found in cold weather that the strainer will become coated with ice, thus excluding all air, and the piston will move quickly in both directions without compressing any air. A proof of this statement may be had by covering the strainer with a piece of paper, newspaper will do,

while the pump is working, and note the immediate increase of speed of the piston. A receiving valve sticking in closed position will, as you say, prevent air entering that end of the cylinder, therefore there will be no air to cushion the piston at the end of the stroke, which will result in its striking the lower head, causing the jar you mentioned. But this jar will not affect the reversing valve, as at this time it will have been moved to its lower position by the reversing plate. The receiving valve sticking shut, account of use of oil, tells us plainly that it must be your practice to use the big oil cup—the strainer—as where the air cylinder is lubricated in the proper manner—through the oil cup—no oil reaches the receiving valves. As a remedy for your trouble, would suggest the air cylinder be washed out with a strong solution of lye; the oil cup used when desiring to lubricate the air cylinder; and the steam end of the pump be lubricated from the main lubricator, and not through the reversing valve chamber.

#### ENGINE BRAKE CREEPS ON

Q. I would like to have some information as to the cause of the driver brake creeping on with the E T equipment, and the brake cylinder gauge not showing any pressure. We have changed the feed valve and still the trouble exists. Could this be caused by a double top or triple top pump governor? O. E. K.

A. Your question is one that has been asked many times: What will cause the engine brake to creep on; what will cause the straight air to creep on; why does the engine brake creep on with the No. 6 equipment and not with the No. 5; how can the engine brake apply without the brake cylinder gauge indicating the pressure? These are questions that are asked, especially by the man who has had the misfortune to loosen a set of driving wheel tires. In answering these questions let us first say that for the locomotive brake to apply, with either No. 5 or No. 6 equipments, it is necessary to have an air pressure in the application cylinder to operate the application parts of the distributing valve. Now with the No. 5 equipment the application cylinder and

chamber is open at all times to the application chamber pipe, and the ports in the independent and automatic brake-valves, to which this pipe is connected, are open to the atmosphere when both brake-valves are in running position, therefore the locomotive brake cannot *creep on* with this equipment, unless through mistake, the automatic brake-valve handle is placed in holding instead of running position, which sometimes happens. With the No. 6 equipment, we have a different proposition, as here, the opening from the application cylinder to the release pipe is dependent upon the position of the equalizing slide valve in the distributing valve. And, if from any cause this valve is moved from release position the application cylinder and chamber is cut off from the atmosphere, even though both brake-valves are in running position; therefore any air coming to these chambers will cause the locomotive brake to apply. Now the position of the equalizing slide valve is entirely dependent on the variation of brake-pipe pressure, meaning that where the brake-pipe pressure remains constant the equalizing slide valve will remain in release position, and the brake will not creep on. But where the pressure varies, the slide valve may be moved from release position, thus cutting off communication from the application cylinder to the atmosphere, and any air entering the application cylinder will cause the locomotive brake to apply. From this it will be seen that the creeping on of the locomotive brake is caused by an automatic application due to variation of brake-pipe pressure, and not to any defect of the independent or straight air brake, as the independent brake is in no way connected with the brake pipe.

Mistaking holding for running position may cause the brake to creep on with the No. 6 as with the No. 5 equipment. To find a remedy for this trouble we must look to the device that governs the brake-pipe pressure, the feed valve. Where a feed valve has been repaired, and passes the manufacturer's test, and still the trouble continues, it is well to look for brake-pipe leakage close to the distributing valve, and to the careful draining of the main reservoir. Light brake-pipe

leakage close to the distributing valve will cause a sensitive equalizing piston and slide valve to move from release position.

Oil and water, coming from the main reservoir will also cause a feed valve to act in an erratic manner.

#### REASON FOR DROP IN BRAKE CYLINDER PRESSURE

**Q.** Referring to the question asked by "Engineer," and the answer given in the August issue of the JOURNAL, in regard to the drop in brake-cylinder pressure when the brake valve handle is returned to release position from emergency position following a full service application, and the statement made that the pressure will again drop back from 70 to 50 pounds. I would like to ask if this is not due to the release pipe being connected to the application cylinder and chamber when the equalization slide valve is moved to release position following the movement of the brake valve handle to release position.

T. J. B.

**A.** The filling of the release pipe with air from the application cylinder and chamber will have but a slight effect on the pressure of equalization in these chambers. To satisfy yourself as to the correctness of this, try it out by placing a blind gasket in the release pipe at its connection to the distributing valve.

#### HOW TO CALCULATE THE POWER DEVELOPED IN THE BRAKE CYLINDER

**Q.** I read with great interest the answer given to the question asked by J. K. N. in the August issue of the JOURNAL, as the same thought had occurred to me many times. Here some time ago I loosened two tires on the left side of an engine without loosening the tires on the right side, and my way of accounting for this was that the piston travel on the left side was shorter than that on the right side, the travel being  $3\frac{1}{2}$  inches on the left side and 8 inches on the right side. I can now see my mistake, as the pressure is the same in both brake cylinders regardless of the piston travel. In the answer above referred to, the statement is made that the braking power is dependent on the power developed in the brake cylinders. Now what I would like

to ask is, how would one proceed to find the power developed in the brake cylinder?

L. M. P.

**A.** The force exerted in the brake cylinder is found by multiplying the cross-sectional area of the piston by the pressure per square inch. To find the cross-sectional area of a piston, in square inches, multiply the diameter in inches by the diameter and by the decimal .7854.

**Example:** What is the cross-sectional area of a piston 10 inches in diameter? **Answer:** The area equals  $10 \times 10 \times .7854 = 78.5$  square inches. The accompanying table gives the cross-sectional areas for the standard size brake cylinders:

Size of Cylinders Inches	Area Square Inches
8	50 $\frac{1}{2}$
10	78 $\frac{1}{2}$
12	113
14	154
16	201
18	254 $\frac{1}{2}$

The total force, in pounds, that a brake cylinder will develop when subjected to 50 and 60 pounds pressure per square inch, is given in the accompanying table:

Size Cylinder Inches	Force Exerted	
	With 50 Pounds Pressure Pounds	With 60 Pounds Pressure Pounds
6	1,400	1,700
8	2,500	3,000
10	2,900	4,700
12	5,650	6,800
14	7,700	9,200
16	10,000	12,000
18	12,700	15,256

#### BRAKE CYLINDER PRESSURE IN EMERGENCY WITH THE P-M AND L-N EQUIPMENT

**Q.** To settle an argument, will you please let us know what brake-cylinder pressure is obtained in an emergency application, with the P-M equipment, with the L-N equipment? We carry 110 pounds brake-pipe pressure.

L. S. T.

**A.** With the P-M equipment, 83 pounds; with the L-N equipment, having the supplementary reservoir cut in, 105 pounds. Practically the same brake-cylinder pressure is obtained when using 90 pounds brake-pipe pressure with the L-N equipment as is obtained when using 110 pounds with the P-M equipment.

# USE OF HAND BRAKES WHEN LEAVING A TRAIN ON A GRADE

**Q.** In reading the answer given to the question asked by "Mountain Engineer" on page 510, first column, June JOURNAL, would say that this is contrary to what is considered good practice in mountain service on our road. I can assure you from personal experience that to leave the air brakes applied on a grade when the engine is cut off, is likely to cause more or less runaways, in spite of any instructions given to set sufficient hand brakes to hold the train. You will appreciate this from the fact that until the holding power is thrown upon the hand brakes it is impossible to say whether the number applied is sufficient. While it has been recognized that with a descending train an element of danger still exists while retaining valves are turned up, it has been deemed impracticable to require turning them down, and I do not know of a runaway that occurred where the triple valves were moved to release position before the engine is cut off.

AN OBSERVER.

**A.** The beauty of a picture is largely dependent upon the angle from which it is viewed, and from the angle at which you have viewed this situation, a somewhat satisfactory picture to you is seen. However, the writer feels justified in offering the answer, from which we quote in part: "It should therefore be understood that under no circumstances must a train be left on a grade and the air brake depended upon to hold the train. This means that hand brakes must be set, in sufficient number to insure the train not moving." Where this suggestion is carried out, one might be led to believe a train is safe to leave standing on any grade, providing the hand brakes are not released from any cause. And it is here the point might be raised as to whether or not the air brake should be released or applied at the time the hand brakes are applied. Where the air brake is released at the time the hand brakes are applied, it will be known as soon as the engine is cut off as to whether a sufficient number of brakes have been applied to hold the train, and if these brakes remain set, the train is safe. But, when the engine is cut off,

brake-pipe leakage will cause the air brakes to apply, which may cause a number of hand brakes to be released, and then when the air brakes leak off, the remaining hand brakes may or may not be able to hold the train; thus we see the danger of this method. But where air brakes are first applied, and then by following the suggestion offered above, a sufficient number of hand brakes be applied, our train may be considered safe. Where either or both of the methods outlined are deemed unsafe it may be best to first set a sufficient number of hand brakes and then bleed the air brakes on cars having the hand brakes set.

## DIFFERENCE IN METHOD OF OPERATING THE NO. 5 AND NO. 6 E-T EQUIPMENT

**Q.** Will you explain what difference, if any, in operating the No. 5 and No. 6 E-T equipment?

J. C. M.

**A.** The only difference in operation is, that on the second engine in double-heading, the brake-valve handle is carried in lap position with the No. 5 equipment, while with the No. 6 equipment it is carried in running position, as with the old standard G-6 brake valve.

## BROKEN BRAKE-PIPE CONNECTION TO DISTRIBUTING VALVE

I have been censured for delay caused by broken brake-pipe connection to distributing valve, and would ask if you will explain what should be done in a case of this kind.

R. C. M.

**A.** The breaking of the brake-pipe connection to the distributing valve will cause a loss of brake-pipe air, which in turn will cause an application of the brakes throughout the train. To release the train brakes the brake pipe must be recharged, and to do this the broken pipe must be plugged toward the main brake pipe; then the locomotive brake may be released by moving the independent brake valve handle to release position. With the pipe plugged, you will have the automatic brake on the train and independent brake on the engine.

## BROKEN EQUALIZING RESERVOIR PIPE

**Q.** What may be done to handle the train brakes in case of a broken equalizing reservoir pipe, when using the H-6 brake valve?

J. J. F.

**A.** This should be cared for in the same manner as when using the old G-6 brake valve; that is, plug the broken pipe toward the brake valve, also the brake-pipe exhaust port, and braking carefully through the emergency ports means that, desiring to make a service application of the brake, the brake-valve handle should be moved slowly toward emergency position, until the exhausting air about equals that which comes from the brake-pipe exhaust port, when the brake valve is in proper working condition. Then, when the desired reduction is made, the brake-valve handle should be moved even more slowly back to lap position. The black hand on the small gauge will indicate the reduction made.

#### AUTOMATIC BRAKE VALVE HANDLES HARD

**Q.** What is the remedy for a hard handling automatic brake valve? J. J. P.

**A.** Cleaning and lubricating. Where time is not had to take the valve apart, relief may be had by removing the oil plug in the top case and pour in a few drops of oil, this to lubricate the rotary valve; next remove the handle lock nut and pour in a few drops of oil, when the rotary key stem should be forced downward a few times to allow the oil to reach the rotary valve key gasket; next the handle bolt or latch should be oiled, which may be done by removing the handle, and while holding it in an inverted position, pour a drop of oil on each side of the latch. Then with the handle replaced, move it from release to emergency position and back a few times to distribute the oil. It must be remembered that the air pressure must be taken from the valve before the oil plug is removed, and to do this, close the cut-out cock in the main reservoir pipe, which is generally located in the pipe just back of the main reservoir, on the right side of the engine.

#### AIR SIGNAL WHISTLE BLOWS WHEN INDEPENDENT BRAKE IS APPLIED

**Q.** Will you please explain the reason for the air signal whistle blowing each time the independent brake is applied? I have had the whistle signal valve changed but the trouble still exists. A. L. B.

**A.** For the whistle signal valve to

operate it is necessary that a reduction of signal line pressure be made. We will therefore have to try and figure out how an independent application of the brake will cause a reduction of signal line pressure. With the E-T equipment, the reducing valve that regulates the signal line pressure also controls the pressure to the independent brake valve, the signal line and brake valve connection being separated by a non-return check valve. Now with the reducing valve in closed position, and the non-return check valve not seating properly when an independent application of the brake is made, air will flow back from the signal line and through the independent brake valve to the application cylinder and chamber of the distributing valve, causing a drop in signal line pressure, which will cause the whistle to sound. The remedy for this trouble is to put the non-return check valve in proper working condition.

#### BRAKE-CYLINDER PRESSURE OBTAINED IN EMERGENCY WITH THE E-T EQUIPMENT

**Q.** Will you please let me know what is the difference in the per cent of brake-cylinder pressure obtained in full service and an emergency application with the E-T equipment, and how is this difference in pressure obtained?

**A.** About 30 per cent greater brake-cylinder pressure is obtained in emergency than in service. This is brought about in two ways:

1. When a sudden and heavy reduction of brake-pipe pressure is made, the equalizing piston and its slide valve, in the distributing valve, will move to emergency position, in which the port leading to the application chamber is closed, thus allowing the pressure chamber air to expand into the application cylinder only, causing a higher equalization of pressure. And where a 70-pound brake-pipe pressure is used, they will equalize at about 65 pounds instead of 50 pounds as in full service.

2. When the automatic brake valve handle is moved to emergency position, the blow-down timing port in the rotary valve is open through the application cylinder pipe to the application cylinder, where the pressure would build up to that



in the main reservoir were it not that the safety valve—which is adjusted to 68 pounds—controls the application cylinder pressure at about this amount.

Now as the per cent of brake power is dependent upon the brake cylinder pressure, and this in turn upon the pressure in the application cylinder, it will be seen that an increase in pressure in the application cylinder means an increase in braking power.

The cutting off of the application chamber by the equalizing slide valve is not a necessity in obtaining this high pressure, but by so doing the pressure is built up more quickly in the application cylinder, which in turn hastens the application of the brake.

#### TO CALCULATE BRAKE CYLINDER PRESSURE FOR ANY GIVEN PIPE REDUCTION

**Q.** Will you please explain how one should proceed to figure out the pressure obtained in the brake cylinder for any given reduction of brake-pipe pressure? What pressure should be obtained for a 10-pound reduction? **R. R. B.**

**A.** To find the brake cylinder pressure obtained for any given reduction, apply the rule. Rule—Multiply the capacity of the charged volume by its absolute pressure before the reduction and also after the reduction. The difference between these two results divided by the volume to be charged will be the absolute pressure. For the example, let us take an eight-inch brake equipment, charged to 70 pounds gauge pressure, where the auxiliary reservoir has the capacity of 1620 cubic inches. The brake cylinder volume, plus the clearance in the triple valve and brake cylinder, has a volume of 452 cubic inches. The absolute pressure before a reduction is 84.7 pounds. The absolute pressure after the reduction will be 74.7 pounds. Then we have  $1620 \times 84.7 - 1620 \times 74.7 \div 452 = 35.8$  absolute pressure,  $35.8 - 14.7 = 21$  pounds gauge pressure. To change from gauge to absolute pressure add 14.7 pounds to gauge pressure.

#### TO CALCULATE AT WHAT FINAL PRESSURE TWO VOLUMES WILL EQUALIZE WHEN CONNECTED

**Q.** How would one calculate at what pressure the main reservoir and brake

pipe will equalize for any given pressure or volume? **R. R. B.**

**A.** Multiply the volume charged by the pressure and divide the product by the combined volume. For example, let us take a main reservoir having a capacity of 50,000 cubic inches and charged to 100 pounds, connected to an uncharged train of the same volume. We would have  $50,000 \times 100 \div 50,000 + 50,000 = 50$  pounds, the pressure of equalization. Again, suppose this train was charged to 50 pounds pressure at the time the engine was coupled to train, what would be the pressure of equalization? Applying the rule we have  $50,000 \times 100 + 50,000 \times 50 \div 100,000 = 75$  pounds.

#### Questions and Answers

BY JAMES GREGORY

**Q.** I notice the eccentric on the Walschaert gear engine is not set at a quarter turn from the pin exactly, and as the lead is given by the crosshead movement instead of by the eccentric, as with the Stephenson gear, why is the eccentric on the Walschaert out of quarter with the pin? **RUNNER.**

**A.** This is due to the position of the link with relation to that of the eccentric. The link is usually set so its connection to eccentric rod is above a horizontal line through the center of its connection with eccentric; this causes the eccentric rod to assume an angular position, the effect of which is partly taken care of by the advanced position the eccentric is made to take.

**Q.** When a valve gear is adjusted so engine has no lead whatever, are the eccentrics set 90 degrees from the pin on Stephenson gear engine as with outside admission valves? How about the lap and lead lever in that case, would it have any effect on the movement of the valve? **D. D.**

**A.** In that case the only difference with an engine having lead would be that the eccentric would not be advanced towards the pin so much with a Stephenson gear.

In the case of a gear having a crosshead movement, in addition to that of eccentric, the only difference would be in the lesser distance the valve movement

was advanced by the combination lever over that of the piston, it being as much less as with lead as the lead would amount to, being altogether only that amount required to overcome the outside lap of valve.

**Q.** Since the coming of the outside valve motions there is much argument comparing them to the Stephenson. It is now claimed that the increase of lead provided with the Stephenson when lever was cut up was of no benefit. That the fixed lead is the proper thing. How about it?

RUNNER.

**A.** The Stephenson gear, with its many connections and other faults, does not compare favorably with the Walschaert or Baker, or some other simpler valve gears, but in that one respect, that its lead is variable with position of lever, it has a distinct advantage, as any one running both types of engine side by side cannot fail to see. The gain is especially noticeable at starting, when the lesser lead of the Stephenson engine causes the exhaust to take place later in the stroke and thus adds to the starting power of the engine.

**Q.** What would be the position of the eccentric arm of an engine with inside and outside admission valves, having Baker valve gear?

RUNNER.

**A.** The eccentric would follow the pin practically one quarter when using inside admission valves and would lead the pin with outside valves the same distance.

**Q.** I have recently read that a fault of the Stephenson valve gear is the variation of lead opening at different positions of the reverse lever. We know that the opening is greater with the lever hooked up than in full stroke, but until now I have never seen that charged as a fault of the gear. The same writer calls attention to the better performance which he claims is rendered by engines with "outside gears" that have come into the service of late. Is that right?

INQUIRER.

**A.** The fault of the Stephenson valve gear is not one of steam distribution. It was not displaced because of the better distribution given by the "outside gears." Neither are perfect, but economy, convenience and durability have been the

predominating features which gave preference to the outside gears. The weakness of outside gears is the loss of starting power due to the early exhaust made necessary to accommodate the fixed lead which must be excessive at full stroke and slow speed to be sufficient at higher speed. The Stephenson may, with certain designed proportions, cause excessive lead at short stroke, but that would not be so objectionable in the admission rather in the excessive compression that would result. As already stated there is little to choose between the two in the matter of steam distribution, but if anything the Stephenson has the call, but its advantage is heavily outweighed by the more free accessibility and greater rigidity of the outside gears.

**Q.** We read and hear about powdered coal for locomotive fuel. Is it also fired with an automatic stoker?

M. M. S.

**A.** The coal used in all stokers is crushed, but not pulverized. This crushed coal is burned on grates, as when hand fired. The powdered coal is more than crushed, it is pulverized, and is burned at a burner the same as oil or gas.

**Q.** What is meant by flexibility of powdered fuel? The term is often used with it.

M. M. S.

**A.** Flexibility means its ready adaptation to the varying conditions of service, such as its convenience for firing up, its ability to meet any demands for steam, and the fact that the consumption may be regulated to suit any demand, light or heavy, and may also be wholly shut off if desired. These are the features that have earned for it the credit of being flexible, which means much both in the efficiency and economy of locomotive operation.

**Q.** What are the valve stems on engines with Baker gears made adjustable for?

RUNNER.

**A.** It is merely a convenience for equalizing the travel of valve which may become unequal by wear of parts before engine is otherwise ready for general repair.

**Q.** What amount of coal waste is represented by one popping of an engine?

R. R.

**A.** The amount must vary so with vary-

ing amounts of steam permitted to escape at the pop that no reliable figures can be given, although some authorities claim that one quarter pound of coal represents the amount of fuel waste when the pop is open but a moment.

**Q.** Is there any way to find the drawbar pull of an electric motor other than a Dynamometer Testing Car? Will an Ammeter testing gauge give same result?

**E. R. M.**

**A.** The Dynamometer car registers the actual drawbar pull, the Ammeter, or Ampere meter, would register the force of the current or electromotive force, which, however, would be but a theoretical measure of the electrometer force of the current used, which might not develop the actual pull at drawbar due to low motor efficiency.

**Q.** It is claimed here that two cars of cinders do not start, or pull any harder, than two coaches of 17 or 25 tons weight; the cinders being loaded in Hart Convertible Dump Car?

**E. R. M.**

**A.** This is a simple matter of tonnage as no other factor is named.

**Q.** Wire-drawing the steam at the throttle instead of at the main valves in steam chamber, or steam chest, seems to be growing in favor with engineers who are up to date, although that practice known as the light throttle method was not much favored until recently. What is the cause of the change of opinion in this matter? Is it the coming of the superheater or the use of higher boiler pressures, piston valves, or what?

**W. R., Div. 10.**

**A.** There is no doubt that it has ever been true, even before the coming of the superheater, that under certain conditions the steam might be wire-drawn at the throttle to advantage in the economy of steam and water and perhaps with some gain in speed, although the latter is problematical. When a throttle valve is but partly open a continuous circulation of steam, at a reduced pressure, is flowing from boiler to cylinder. This steam in going through the superheater becomes somewhat superheated, and as it passes directly, with no delay, to the cylinders there is some measure of economy gained, resulting from reduced condensation of

steam in cylinders because of that direct flow of the superheated steam.

When the throttle valve is wide open the full pressure of steam is in the steam pipes or in the steamway in cylinders, also in the steam chest. The steam absorbs heat in going through the steam pipes as before, but the steam does not immediately pass from superheated to steam chest as before, as the space in steam passage in cylinder or outside steam pipe has a larger volume of steam in it now which supplies the cylinder with a less rapid flow of steam through superheater than when the light throttle was used. The result is that this delay to the steam in its passage through the steam-way to cylinder, after leaving the superheater, causes it to lose some of the heat absorbed by the steam in its course through the superheater, at least more so than in the other case.

As to the effect on speed, it is true the reduced steam chest pressure would be followed by less valve friction, and would perhaps permit of the use of a stronger stroke of valve without increasing the water or fuel consumption, thus making up for the lower cylinder pressure that would result, besides affording a wider opening of admission and exhaust ports which would lessen the internal resistance in cylinder, all of which would favor higher speed.

This situation is exceptional, however, and does not by any means prove the wisdom of wire-drawing steam at the throttle as a general practice, and though the theory seems right, and is backed up by the experience of some whose reported performance is not doubted, yet the very fact that there is no way of graduating the throttle opening with any degree of accuracy, and that it is of advantage only under unusual conditions, makes an instance of this kind more interesting as a theory than beneficial as a practice.

**Q.** About what is the number of locomotives in service in the United States? What is the average number of miles run by each?

**A. W. C.**

**A.** Latest figures show 65,000 locomotives in use today, making an average of 75 miles per day. This estimate takes

account of all delays due to repairs, etc.

**Q.** I would like to get some information through the JOURNAL as to what is the practice on most roads in regard to reporting work on engines at end of trip. We all know it is expensive to tear down parts looking for defects reported that do not exist. A good many men will report, examine right cylinder packing or examine left valve, or links or eccentrics. It seems as though the engineer should make a standing test of the engine at some point along the road and locate the blow, if any, and not report cylinder or valve examined. Also the matter of links or eccentrics should be left to the inspector whose duty it is to give these parts a thorough inspection.

I do not want to be unfair to the engineer, as he has enough to account for as a rule, and it may be the time is not far distant when he will be relieved of inspection or report altogether, as he has been relieved of some other duties in the past, such as cleaning headlights, setting up wedges, etc., but until that time comes don't you think he should make an honest effort to report work as intelligently as possible?

MEMBER DIVISION 344.

**A.** It is the rule on all well regulated roads that the engineer report all defects in those parts of engine that cannot be detected by the inspector, among these are the blows in cylinders and of valves. It no doubt often happens that it is impossible for the engineer to use the time to make standing tests on the road, so it should be enough that he report cylinders or valves blowing and let the test be made at end of the road by the inspector, who should be more expert than the engineer at diagnosing all locomotive defects of that kind. No doubt many a set of packing has been taken down and many a steam chest cover taken off in trying to discover defects that did not exist just where the report indicated, but that is more the fault of the system maintained by the company than of the engineer. No doubt many an engineer on a pooled engine is sometimes indifferent in the matter of reporting work correctly, but it is as true that the repair force as well as the management at the terminal are often just as indifferent in the matter of doing

the work, and these faults are bound to go hand in hand everywhere. The railroad company should be more concerned than the engineer over such a state of affairs as it must pay the cost, so it is up to the company to apply the remedy by correcting its system of inspection and setting a good example to the men by an honest effort to keep up the power.

**Q.** Does bad water give more trouble foaming with high boiler pressure? Our engines here carrying 200 pounds pressure give more trouble, at least it seems so, than engines carrying 160 pounds. What's the reason?

R. M.

**A.** A good deal depends on the service engine is used in. Those in passenger work, where the steam circulation is rapid and the firebox heat high, will show the effect of bad water quicker than in slower work. It is also true that the higher the steam pressure the higher temperature of the steam, and as the foaming is caused by the foreign matter which is separated from the water when it attains a high temperature it naturally follows that the higher that temperature the more solid matter is separated from the water and the greater tendency of the boiler to foam on that account.

**Q.** What is the difference in the horsepower an engine develops and the drawbar pull?

RUNNER.

**A.** The drawbar pull is the power exerted to draw the train. The horsepower is the drawbar pull plus the power required to overcome the resistance of the engine.

**Q.** Is an engine with a high boiler as hard on a curve as one with boiler set lower? If not, as is claimed by some, on what principle is this claim based?

D. R.

**A.** This is a problem that seems difficult to understand, but a little insight into it changes its aspect. When the boiler is set low the lateral pressure of all wheel flanges is greatest, as the downward force exerted against rail on the curve is not materially increased. With the boiler high it rolls more to the outside of curve and in doing so adds considerable more weight on outside wheels, the force of contact with wheel and rail being in that way increased so that the

tendency to slide outwardly against the outside of curve is made less than in the other case. The natural impression is the opposite, on account of the swing of the boiler, which makes one hold on to the seat at times on rounding a short curve, but the flange friction or lateral pressure against the outside rail of curve is least with the high boiler.

It must be admitted that the tendency of an engine to overturn is increased by the high boiler, but the liability of derailment as a result of spreading of or overturning of outside rail of the curve is not so great.

Elevation on outside of curves is to cause an increased force of contact between tread of wheels and rail also, and by holding up the outside rail much of the centrifugal force of the whole locomotive in rounding the curve is spent against the face of the elevated outside rail, thus again reducing the tendency of wheels to slide laterally against outside rail on curves.

On page 723 August JOURNAL, the writer misquoted Bro. V. J. Feth by saying, "that in any case the direct engine is one in which the eccentric rods travel in the same direction." The latter part should have read, "when the eccentric travels in the same direction as the valve."

### TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

MINNEAPOLIS, MINN., July 15, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Our district terminals we will call A and C. B is a large station half way over the district. B is a coal shed and a water tank and a switch run ties up at B. This switch engine makes two trips a day to the next station from B towards C. Extra 405 west leaves A for C getting running orders at A reading: "Engine 405 run extra west A to B and meet extra 300 east at B." Extra 405 west

arrives at B and does not meet extra 300 east there. Extra 405 west gets a running order at B from there to C. This order does not mention extra 300 east.

Some of our engineers claim that they would go from B towards C without any further instructions. B is not a register station nor a terminal. I hold that in the first place the dispatcher should not have issued a train order like the one above referred to, and that in the second place, if such an order was issued, it would be up to me to protect myself by asking the dispatcher for further instructions concerning extra 300 east. Am I right?

MEMBER LODGE 82.

A. It is improper for the dispatcher to issue an order to an extra train to meet a train at the point at which the extra train terminates. The reason it is improper is that when the extra train reaches its terminal it must head in on the siding, and as soon as it is clear of the main track it ceases to exist as an extra train and cannot execute orders. On the other hand the rules declare that orders once in effect remain so until fulfilled, superseded or annulled, but there is no provision for an order being held or fulfilled by a dead train or a train which under the rules does not exist; therefore, it is considered improper to issue orders to a train that cannot be fulfilled during the life of the train.

It is admitted that orders are frequently sent as indicated in the question, but such orders are improper, and should an order be issued as above it would be following the intentions of Rule 106 to ask the dispatcher for further instructions regarding extra 300.

NEWARK, N. J., July 19, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
As there has been some discussion on the rule regarding the proper observance of the torpedo as a signal, would appreciate your opinion.

The rule reads: "The explosion of two torpedoes not over two hundred feet apart is a signal to reduce speed and look for track obstruction or stop signal."

This gives wide margin of opinion as to how much the speed should be reduced and for what distance.

True, a train running at a rate of 65 miles per hour would reduce speed to a certain degree by just shutting off steam, but is such the spirit of the rule as intended by the authors of the Standard Code?

For an example: Suppose a train running under automatic signals passes a clear signal and there is a curve in the block; upon approaching this curve two torpedoes are exploded when running at a rate of 65 miles per hour, how should one pass around the curve, if possible, to comply to the rule as really intended by the Association? J. O. Y.

A. The explosion of two torpedoes is considered a caution signal. It is not material whether the signal is heard in automatic signaled territory or not, because the automatic signals are not to be depended upon exclusively. The flagman is required to perform his duty in automatic signaled territory the same as at other points and torpedo signals or other signals must be obeyed. A train running at 65 miles per hour under clear automatic block signal and approaching a curve, if the train under such circumstances should explode two torpedoes, it would be the duty of the engineman to reduce speed to such an extent that should the track be obstructed the train could be safely stopped.

There is nothing in the rules which even suggests that the explosion of two torpedoes is to be regarded as being of no effect when the automatic block signal indicates "clear." It is true that in some cases the torpedo signal has been misused and that torpedo signals are sometimes left to be exploded after the necessity for which they were placed has ceased to exist, but this fact must not be used as a reason or an excuse for violating their indication.

The revised rules provide that the explosion of one torpedo will indicate the same as two, but the use of two is required.

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DAYTON, O., Aug. 7, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
No. 54 of the old timetable is due to leave its initial station at 11 p. m. A new timetable takes effect at 12:01 a. m. showing

No. 54 due to leave its initial station at 11:30 a. m. All other requirements correspond as indicated in Rule 4. Some hold that the train of the old timetable could not assume the new schedule as it would be 12 hours and 30 minutes overdue, and others claim it would be 23 hours and 30 minutes overdue. Please give us your understanding that we may get a clearer view. S. H. T.

A. When a new timetable takes effect it supersedes the old timetable completely and any figures with respect to the application of Rule 82, which rule refers to a train which has become 12 hours overdue, must be based upon the new timetable in the same manner as though the timetable had been in effect for many days. Supposing that the new timetable took effect at 12:01 a. m. the 15th and that No. 54 left its initial station at 11 p. m. the 14th. The schedules correspond as required, and at 12:01 a. m. the only question which concerns No. 54 is whether the schedule of the same number and date is more than twelve hours overdue. If it is not, then No. 54 has perfect authority to assume it. For example, let us say that No. 54 is at B at the time new timetable takes effect. No. 54 of the old timetable was due at B at 12:01 a. m. and being 11 hours and 30 minutes earlier on the new timetable would make it due at B at 12:31 a. m., therefore, if No. 54 could leave B before 12:31 a. m. it could depart as No. 54 on the new schedule which is due at B at 12:31 a. m. of the 14th.

Much misunderstanding arises because of the fact that at 12:31 a. m. the 14th, the time at which No. 54 is due at B, the new timetable was not in effect. The idea being that the new schedule could not be in effect because of the above fact. This, however, is not the case. When the new timetable takes effect it supersedes the old timetable, that is, it takes the place of the old timetable, and all calculations with respect to trains being more than twelve hours overdue must be based upon the new timetable the same as though it had been in effect continually. It must be remembered that the new timetable acts the first day exactly the same as it does on any follow-

ing day, except in the particular cases cited in Rule 4.

OMAHA, NEB., Aug., 7, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Under the following example has extra 2145 east a meet with extra 2044 west at D?

Engine 2145 leaving A received an order reading:

Order No. 1, "Engine 2145 run extra A to K."

At B extra 2145 received order No. 2 reading: "Extra 2145 east meet extra 2044 west at D."

At C extra 2145 received order No. 3 reading: "Order No. 1 is annulled Engine 2145 run extra C to K."

When an extra is annulled and again authorized to run under new orders, do meeting orders held by such trains become void when the extra is annulled?

R. G. H.

A. The first order created extra 2145 A to K. The order received at C annulled the first order and gave extra 2145 authority to run from C to K, an authority it already had under order No. 1, therefore it would hardly be treated as a new extra and it should obey the meeting point with extra 2044 west at D.

Had extra 2145 received an order to meet extra 2044 at K and later received another order, either at K or before arriving there, directing engine 2145 to run extra K to some other point, then the question of the meet at K would be doubtful and the crew of extra 2145 should take the safe course. The reason it would be doubtful is because that when extra 2145 arrived at the entrance switch to the siding at K it would cease to exist as an extra train and would protect itself as so much equipment until it left the switch towards its new destination which we will call Z. Extra 2145 from K to Z would be considered a new extra and it would be the duty of the dispatcher to issue orders to this new extra for its full protection against other extra trains, but for the reason that the dispatcher might expect the meet at K to remain in effect, his attention should be called to it. See answer to Member Lodge 82.

## Regular Engines on the New York Central

JERSEY SHORE, PA., July 14, 1917.

**EDITOR JOURNAL:** In reading the June JOURNAL I saw an article which was not in favor of the regular engine. It was headed "The Regularly Assigned Engine." We have had regular engines here on this division of the New York Central for six years and we would hate to go back to the pool.

With pooled engines we had poor steamers and engine failures of all kinds. I ran in the pool for fourteen years and know the difference. There is not much work in keeping up the regular engine and that can be all done while we are waiting on sidings, and if we have any work to report it is promptly attended to by the roundhouse force. One particular advantage is, the regular engine rides better as she is more regularly oiled and the wedges properly adjusted, and they will make more mileage between shopings than the pooled engine. I am running one that has made 30,000 miles but would be classed as a good pooled engine today.

Now and then we get a pooled engine for a trip or two, and though they may not be long out of the shop they pound fearfully and ride bad of course. The irregular engine may be all right in some places and suit some people, but here we much prefer the regularly assigned engine.

MEMBER DIVISION 424.

## A Change Was Due

The change from white to green as a signal indication for all clear, which is being made on some roads, is one long overdue. Many instances may be recalled where mistakes have taken place, some of which have resulted seriously because of a misleading light of a brakeman's lantern or other white light along the right of way, or adjacent to it. It is often very difficult to even distinguish between a white switch light and a headlight, a condition that you have all been up against more than once, no doubt, and one that should not exist where so much depends upon the correct reading of signals as on a railroad.

In addition to the change from white to green for clear or proceed position, the green signal is being replaced by yellow to indicate caution. Red for stop or danger is unchanged. JASON KELLEY.

### Troubles in the Pool

CHICAGO, ILL., July 27, 1917.

FRIEND BILL: Yes, Bill, I'm in the pool, now. I'm what we call "a regular pool man." O' course I aint a bit proud uv it ayther, in fact nobody is nowdays. An why shud we be? Weer doin things heer now ud surprise ye. Weer haulin thranes so long now Bill that whinever the "con" shtarts over ahed to tell ye what kind uv-a butcher ye are wud the air, whin ye only turn th "doghouse" up side down, like as not he aint able to talk at all, or else he'll forget about it an say somethin about th wether, or ax yer fer a pipeful. Thats the only good thing about th long thranes, and ye kin use yer own judgment about how long they arre be that. We useta no how many carrs we had, but we only no now how many tuns we hav, an we dont no that ayther, fer thay giv us awl thay hav, and more if thay hav it, an let ut go at that, an its shure enuff every time, an mor sum o th time. In your day, afore ye wur raytird, we useta ile round afore we wint out, an every ile hole had to be open, an weed count th dhrops put on to hold our own in the ile report sheet, but now we ile whatever holes arre open, if we hav th time, an let th resht go. We usent to be reddy to go till th ingine wur O. K. but now th ingine dont count, so we go whether er no. Th time whin you wur heer it wur a disgraace to hang upon a hill, an whinever ut happened every one on the hed end ud be ashamed o himself, even th hed shack an thats goin sum me bucks, but now Bill its not that way at all. We shtalled lasht night in Dawsons Cut wud 7379 tuns, and tin braakes shtuck, on th time uv number 11, th flyer mind ye, an whin our old mill gaave the lasht kick, an beleeve me it wur a good wan, th fireman sez to me, divil may care like, "Jason, de ye think ould Connie Macks bunch 'll win the pinnant?" I dont no if I sed yes er no, but I think I sed no, an anyways

it dont matter, but we wated till No. 11 cum an helped us over to Connersville. That'll giv ye an iday o how things arre goin heer now Bill. An th power Bill, we dont talk about ingines now, we say th power. Well, the power is a joke. The M. M. sez, "whinever ingines cum in outhout kein towld in thayre O. K. to go out agin." If we find anythin rong on th power afore it goes out, we dont let on, for if we do some won mite get about tin daays, but if we brake down on the rode we dont get anythin but a lot o overtime, an that aint so bad, sez you. Yes, whin we hav now an thin a thrip that we dont brake down we ony get 16 hours pay, but whin we get balld up rite we make slathers uv money, an if we ever get dubble time fer overtime heer Bill thay kin keep the pinsion, fer weed awl be millionares afore we get old enough if we dont ware out an die afore that. We must be tuff sez you to shtand it. Well, Bill, we arre that an no mishtake; that is, we look that way annyways. Why, Bill, ye wouldnt know an engineer here now from a "wheel knocker." Ye no we useta ware white shirts and collars an black our boots, an whin we got off at th ind o a thrip, we looked like bankers. O course sum ware shirts shtill, an we get off at th ind o th thrip like we useta, an dam glad that we arre to do that saame, but ye cud aisily tell us from bankers. Bill, to give ye an iday, th other day Jim Blazer, ye know Jim; well, he thot hed ride out a ways to near whare he lives on thrane 79, one o the frates on the River Division. Well, he got on th caboosse, an th con sez to him, "whare ye goin bo?" Bo, mind ye. Jim sez, offinded like, I'm an ingineeer on the south ind, but th con sez, sez he, ye look like one awl rite, awl rite, but I cant take no chances, so he fired Jim off. We know what a dood Jim useta be, well thare you have ut now.

JASON KELLEY.

### Suspending the Age Limit

A recent order of some of the trunk line railroads says: "The age limit has been temporarily suspended until the termination of the war, and for six months after." This new arrangement,



the order says, "will give opportunity for persons beyond the military age to perform a patriotic service for their country." It would have been more to the point to have said that the new arrangement would offer employment at common labor to many skilled workmen who had been outlawed by age, having passed the time of life when they could stand the speeding up methods the employers of labor have been so active in introducing into the industries of late years, along with some other equally unfair reasons.

The temporary suspension of the Age Limit law will not benefit the great number of conductors and engineers who have been the victims of that law, as the positions made vacant by war will not be suited to the older men who have been forced onto the industrial scrap heap in recent years, chiefly for the reason that the railroad companies desired to make room in the ranks so that promotion would be stimulated to an extent that it would influence the young men to be content with a low wage and other conditions of service that otherwise might not be tolerated.

There is a ring of insincerity in the tone of that suspension of the age limit. It is not intended to benefit those who have suffered by it. It cannot possibly restore to those men the loss they have sustained by its operation.

Men past middle age will still be just as effectively barred from employment as before, and the preference given to women and negroes. The present condition is affording the employers of labor an opportunity they will no doubt make the most of, and unless labor is protected, capital will have become so effectively entrenched before the war is over that labor will find itself facing a big problem and against as relentless an enemy as it ever faced on the battlefields of Europe.

When the conscription law was put in operation in Great Britain, it was with a tacit understanding between the Government and Capital and Labor that wages, and all conditions relating to the work of the men called to the colors, would remain unchanged during the period of the war, and in return for this the workers

conceded a suspension of the rules limiting the hours of the workmen's workday to any fixed amount during that time, and it was also especially provided in this triple agreement that when the war ended the places of men who returned would be given them.

It would go a long way towards mitigating the worker's disagreeable duty of leaving the country to fight for a principle if our Government would pledge itself to guard the interests of the workmen in every walk of life, so that when he returned to his home and fireside he would not be compelled to engage in an industrial war to regain what may have been lost to him during his absence at the front.

JASON KELLEY.

### The Time Has Arrived

In a recent issue of the JOURNAL, in an article captioned, "Let Well Enough Alone," the writer opposed reduction of representation. The question of economy was conceded, but the opposition to a reduction in the number of delegates was summed up in the following, which was contained in the article in question:

"Those whom we are compelled to protect against at the present time are ever vigilant, ever active, and any letting up of activity on our part might result in a weakening of the fiber of the rank and file of the B. of L. E. to an extent that might bring to it unfavorable results."

The foregoing statement was not prompted by the fear of any weakness in our front that might result from the opposition of the railroads, for the fact is the B. of L. E. has ever thrived best where that opposition has been the most vigorous, but rather from the fear of other influences which have threatened to sap the very life of the B. of L. E.

You are of course aware that it is essential that our membership keep pace with the times; that every man who runs a locomotive be allied to our cause, for in our complete unity will the future of the engineer depend, and any influence tending to check the natural flow of membership into the B. of L. E. is a menace to its future advancement, and must be reckoned with as an enemy, regardless

of any professions of friendship or goodwill that may come from that quarter.

This was the situation the writer had in mind when recommending that we "let well enough alone;" believing that by having representation from all Divisions the spirit of interest and even enthusiasm of the members would be more keen, and we would be better able to contend with these adverse influences that were vigorously working in the ranks to check our growth than if we adopted a policy which might be mistaken for an enforced economy due to a partial decline of the B. of L. E.

Recent developments, the result of the war, have brought about a change which altered the writer's opinion on the question of representation. The great world war it is thought may thin the ranks of the firemen, to an extent that may weaken their organization somewhat, and it is hinted that negroes may be used to fill the places of the conscripted men. The firemen are aware of this possibility and no doubt fully realize that a mutual co-operation between their organization and the B. of L. E. is very much to be desired at present to meet whatever contingencies may arise out of the changed conditions the near future may bring them, and they are no doubt also aware of the fact that a whole-hearted interest on the part of the B. of L. E. for the welfare of the firemen cannot be had while their organization pursues a policy which is in any way antagonistic to the principles or growth of this organization.

There can be no doubt of the greater efficiency of a smaller body of delegates to our conventions, and when we add to that the large amount that might be saved if the representation was reduced one-half, we have two very good reasons favorable to a change; and now, since this last obstacle is likely to be removed, the menace of a rival organization, which promised, at the best, nothing but loss to the engineers as a whole, we should make every effort to take the stand we have so long considered, and reduce the number of delegates to our conventions to a number more consistent with the present needs of our organization and the progress of the times. JASON KELLEY.

### An Explanation

There is evidently some misunderstanding here and there among the men as to the meaning of the eight-hour day as applied to existing pay schedules of men in train service. The eight-hour day is a basic eight-hour day. That means it is the basis upon which the wages per day are figured now, instead of as formerly on a ten-hour basis. Computed on an eight-hour basis the time allowance for each hour is one quarter more than formerly; that is, for each hour worked, pay for one and one-quarter hours is allowed, or when ten miles are run, pay for 12½ miles is allowed; also 12½ miles is allowed for each hour worked, though the miles made per hour are less than ten.

It was not the intention of the Brotherhoods, at any time, to make demands that would restrict the railroads to a fixed limit of eight hours for a day's work, as some seem to think, nor to prevent their taking full advantage of the liberal limit of the sixteen-hour law, when under unusual conditions it might be necessary to work train crews for so long a time, but the demand for time and one-half for overtime was made for the purpose of imposing a tax to discourage the practice of holding crews on duty for long periods when it could reasonably be avoided.

You all know that the penalty half-hour for overtime was generously waived by the leaders of the four Brotherhoods in the interest of peace, at a time when the Government was facing a war crisis that demanded the utmost harmony and co-operation of every factor in its political and industrial life, but the railroads have taken an unfair advantage of the situation created, and have arranged schedules and train tonnage so that instead of train crews being held on duty for sixteen hours occasionally, it is getting to be the standard practice to utilize the full measure of time the Hours of Service law permits.

The unfairness of this attitude of the railroads is too apparent to call for extended comment, and it is safe to say that their evident desire to make the recent settlement as unsatisfactory as possible to their employees so as to dis-

credit the recent action of the Brotherhoods, and their leaders, will but hasten the day of relief through legislative action if in no other way.

No, the eight-hour basic day does not in any way interfere with the operation of the sixteen-hour law; does not fix the limit of a day's labor in train work; but the health of the employee, the safety of the traveling public and the urgent demand for the higher development of efficiency in train movement, all demand an early reform in the matter of long hours for men engaged in train service, and that demand must soon be recognized by the railroads. JASON KELLEY.

### Making the Fireman

The theorists contend that a knowledge of the basis of the laws of combustion, at least as they apply to the burning of coal in the locomotive, is necessary to the development of a successful locomotive fireman.

The ideal locomotive fireman today is one who, under all reasonable conditions of service including variations of type of engine, speed, quality of fuel, etc., can maintain the maximum steam pressure and do it consistently.

The difference of range in which this can be done marks the various degrees of skill of different men. We have the fellow who can do a fairly good job on an engine, good enough for his style of firing; we have those who can do a pretty good job with any fair steamer, and we have a few here and there who can make them all hold up so you can get enough work out of them to get by; so the real gauge of efficiency is the ability of the fireman to successfully encounter conditions against which the average man would fail.

There are certain qualifications necessary in the apprentice, the least of which is brawn. It is the popular belief that it requires a "good stout fellow" to make good firemen, while the fact is, at least it has been the writer's experience, that the frail fellow of equal intelligence oftener makes the better man. The fellow with the strong back is likely to rely on it to pull him through, while the other one,

with a smaller reserve physical force to draw on, naturally applies his mind so as to learn the easiest way to do things and is often forced to do his work the right way because of lack of physical ability to stand the back-breaking labor of doing it the wrong way. Nature seems to keep her balance true in the matter of brains and brawn everywhere, and there is no service within our range of vision where that truth is more clearly shown than in the development of the locomotive fireman. Much depends, of course, on his first lessons. If the early impressions that he gains are wrong he will find it hard to correct them later on. Storing knowledge is much the same as piling cord wood. If the first layers are bungled the whole cord will be topsy turvy. And so with the first lessons of the fireman; if they are wrong he must begin to learn over again if he is to develop into a good workman, for if the foundation is not right, if the first layers are irregular, as in the case of the cord wood, the whole pile of knowledge gained during his training as fireman will be in a confused condition.

If after his promotion he was no longer concerned by the habits of thought acquired as fireman and was again starting on a new page of the book he would then have another chance to get going right, but the fact is, the training of the fireman is really the foundation of the engineer, and be it good or bad will show through all his service.

### Fuel Economy

Out of every dollar earned by the average railroad, 'tis said by those who pretend to know, that seven cents goes for fuel. From this we get an idea of the importance of the fuel question. In the face of that, it is no wonder much effort is being made to keep fuel consumption at the lowest possible limit, especially so when we consider that the difference between a good and a poor showing in that respect represents just so much waste, it bringing nothing in return that in any way compensates for the loss.

If a liberal use of coal would mean a corresponding proportion of better, more

prompt train movement, there would be something to help balance the account, but the very opposite is true, so that it really represents not only an absolute loss, in fuel alone, but with it, close of kin, goes a whole train of wasteful practices of one kind or another, together with a general slipshodness that is shown throughout the whole service.

No one is in a better position to see that than the man who runs an engine. No other branch of the service, or system of training outside of it, can properly qualify one to fully appreciate that fact. The engineer is in position to understand the cause of its waste. It is no theoretical problem with him. If the right kind of man, he knows, along with its causes, the remedies needed, better than any one not familiar with practical locomotive work can, yet we frequently see the "fuel expert," one who has had no training whatever, as an engineer. Sometimes he may even be but remotely connected with the operating department. In such cases much friction may be caused in locating blame for poor engine performance, that could be avoided if the "fuel man" was thoroughly competent. If an engineer, he would know whether it was the fault of the power, the engine-men, train rating, schedules, or grade of coal, and he can acquire the training needed to pass intelligent judgment in the matter in no better place than on the deck of a locomotive.

It may be offered as argument that there are men making good in the position of fuel inspectors who have had no mechanical training of any kind, but there is no logic in that contention. Making good may be a result gained by high grade efficiency or merely a matter of getting by through the favor of someone higher up, or a want of system to show the actual waste of fuel that is continually taking place. JASON KELLEY.

#### Left-Handed Logic

A railway publication discussing the Full Crew law recently, or the "extra crew" law, as they were pleased to call it, referred to an instance where, with the full crew, and through neglect of

same in the operation of a freight train to observe a hot box, were responsible for the burning of a journal which derailed the train, causing the death of four persons on an express train on an adjoining track which ran into the debris of the wrecked train. This case was cited as an illustration of what they claim is a fault of a Full Crew law, which it says does not only fail to increase safety but actually encourages indifference to duty.

It further states, as if to clinch the argument, that the Pennsylvania Railroad Company holds that the responsibility for the wreck rests with the entire crew of the freight train, with the exception of the fireman, indifference to duty being shown by all other members of the crew, including the additional brakeman carried in conformity with the "extra crew" law.

Where the additional man had any material effect towards inducing indifference on the part of the rest of the crew is not apparent. The same paper refers to the expression of the men directly engaged in train work, such as engineers and conductors, as to benefits of the law requiring a greater number of brakemen for long than for short trains. It states that the individual opinions of those men showed a large percentage as being actually opposed to the law. But let us see by what means were the opinions of these men gained. They were secured by sending personal letters to each engineer and conductor operating in the State of New Jersey, and their replies were taken as a bonafide expression on the question of need of the "extra crew" law on general principles. That's the old system of dealing with the individual that went into disuse some years ago. Labor organizations were born of the conditions existing when the employers dealt directly with the workman, and the railway officials and the pro-railroad press are but kidding themselves when they try to prove by such means that the Full Crew law is useless, or a menace to safety of train movement. WM. HAMLIN.

#### Signals in Fog

The margin of safety provided for by rules and expensive signal systems should,

to be effective in a reasonable degree, be uniformly the same at all times. That it is not so is apparent to anyone familiar with train movement under an automatic block system, after night, or during fog.

With white for all clear, green for caution, red for stop, and these signals but one mile apart, we can see where the safety of train is dependent on conditions of weather, to a larger extent than should be the case, if the matter of safety is to be given proper consideration. The green signal indicates caution. A passenger train passing this signal may, by rule, run at a speed of 25 miles an hour to next block and continue at that speed until a red block is found, when it must stop, or it may resume regular train speed upon finding a white block. These rules are all right as they apply to train movement in clear weather, but when the view is obscured by fog, the case looks different. A train proceeding under a caution speed of 25 miles an hour is not going very cautiously in a fog so dense a signal of any kind cannot be seen for more than 100 feet, which is not unusual, so it would seem that as an extra precaution in case of such weather conditions the green signal should have the same meaning for the train in fog as the red signal has in clear weather. This would require that trains be run under control in bad weather excepting when signals ahead are known to be white.

This plan would no doubt delay train movement under certain unusual conditions but its adoption would be a very effective as well as a practical application of the principle of "Safety First."

JASON KELLEY.

### The Recent Chicago Strike

The recent strike in the Chicago yards brought up the question no doubt in the minds of some members of the B. of L. E., employed in those yards, to what extent they were concerned by that movement, and whether they were in any way obligated to join those who precipitated the unfortunate affair, by getting off their engines.

Now the fact of the matter is, those

responsible for that strike acted without the sanction of the head of their organization and even in direct opposition to his instructions. That being so, the strike was an illegal one and the question of loyalty of members of the B. of L. E. was not involved.

Whenever a like situation again takes place, and there is an element of doubt in the minds of the engineers as to how to proceed, one fact which should be kept uppermost in their minds is, that they are working under a contract with the company by which they are employed, and that if they violate that contract, they also violate their obligation to this Brotherhood.

The integrity of the B. of L. E. is based on a strict adherence to all agreements made between it and the railroad companies, and every member of the B. of L. E. is a party to the agreement existing between the B. of L. E. and the company by which he is employed, and no member has a right to break the same. In doing so he is not merely forfeiting his membership in the B. of L. E., but he is also striking a damaging blow at one of the leading principles upon which it is founded.

JASON KELLEY.

### From the Committee on Industrial Relations

A memorial has been presented to the President and Congress to avoid war by all means possible, but, if war is forced, then to "take all the profit out of war."

The memorial has been passed by the legislature of North Dakota, and is pending now in the legislatures of Minnesota, Wisconsin, South Dakota and Montana, and has been sent for presentation to the legislatures of all the other states in which legislative sessions are being held—thirty-eight states in all.

Arthur Le Sueur, legal adviser for the Non-Partisan League of North Dakota, and the Northwest, has brought the memorial east, with authority to present it in the name of the League, of Governor L. Frazier of North Dakota, and of all affiliated farmers' and workers' organizations. The league itself, which has initiated the resolutions, is that or-

ganized movement of farmers and allied workers which has recently swept through the Northwest and is developing a remarkable political and economic strength nationally.

Urging the preservation of peace and insisting on strict neutrality, yet pledging the support of life and property if war is inevitable, the resolution "earnestly recommends and requests" that not only munitions plants and steel foundries, but flour mills, cloth factories, and "such other property and money" be taken over by the Government "to be used during the war without compensation, and to be surrendered after the war to the owners."

"This memorial," said Mr. Le Sueur in presenting it to official representatives and to public audiences in the East, "is not what one would call a direct demand for peace, but it has a greater power for peace, in my judgment, than any direct demand for it could ever have, because of the suggestion which it carries that citizens of wealth are not going to do as they have done in France, and other European countries, and as they did do in the United States in time of war—make the war an opportunity for a monopoly of wealth—but will be compelled to stand the burdens themselves. If this were actually done, war would actually cease, for the common people are never voluntarily given to pay the costs of war, and the rich will never carry on a war at their own expense. In wars, during all time, the rich have had all the glory and the poor have paid all the bills—the rich becoming richer and the poor becoming poorer, as a result of the war. If some way could be devised whereby the war debts of Europe could be canceled, the war over there would cease."

Declaring that "it has become apparent that there is some invisible force carrying on a press propaganda to involve this nation in the European conflict," and declaring that "it is apparent that the munition, armor and steel plants, and their allied interests, would be the gainers in such a conflict," and declaring that "it is generally believed that the munition, armor and steel plants are the parties responsible for this propaganda;"

the body of the resolution or memorial proceeds:

"We respectfully petition the President and Congress of the United States, to do everything in their power that can honorably be done to avoid this nation's being drawn into the European conflict of destruction.

"And we respectfully petition the President and Congress of the United States, to endeavor to maintain absolute neutrality with neither favor nor prejudice toward any of the unfortunate belligerent nations.

"And be it further made known that it is our firm and unalterable purpose to support and stand by our nation in case of war, with our lives and property.

*"And being mindful of the principles of equity, justice and freedom, upon which this government is founded, we do most earnestly recommend and request that the Congress of the United States authorize and empower the President, so far as it is within their power, in case war becomes inevitable, to seize all the property useful and necessary to the government in carrying on the war, to be used during the war without compensation, and to be surrendered after the war to the owners; such property to include factories, shipyards, munition plants, armor plate mills, flour mills, arms factories, supplies and equipment, cloth factories and such other property and money as the government may require to the end that all our citizens, regardless of social position or economic advantage, shall contribute equally to the common need and common defense of our nation, so that citizens of wealth may be enabled and compelled to contribute to the common welfare and need of their country on the same terms as the enlisted soldiers or sailors, who give their lives and their all."*

Interpreting the spirit of the resolution, A. C. Townley, of St. Paul, President of the Non-Partisan League, has said:

"The countries of the world use human life to carry on war and give back to humanity what is left. And the countries of the world should use property on the same basis and give back what is left."

## Labor Digest

A Collection of Expressions of Opinion of Interest  
to Our Class, with Editorial Comment.

### English Employer Favors Six-Hour Day

Lord Leverhulme, large soap manufacturer of Manchester, England, has declared in favor of the six-hour day and suggests that two shifts might be worked, one from 7 a. m. to 1:30 p. m., with half an hour for breakfast, and the other from 1:30 p. m. to 8 p. m., with half an hour for supper, the workers to take each shift in alternate weeks.

The *Cotton Factory Times* says Lord Leverhulme makes no pretense of manufacturing soap from philanthropic motives and has frequently confessed that he runs his business on the lines adopted because he has found that it is that method which pays best.

"But," says this paper, "the fact that his lordship's works turns out higher dividends because the conditions of labor there prevailing are considerable in advance of the general standard, in no way lessens the value of his industrial innovations from the social point of view. Lord Leverhulme is one of those who have demonstrated that long hours of work do not pay and has now come to the conclusion that a general adoption of the six-hour day would be beneficial all around. The output would be increased, the cost of production reduced and the workmen could be paid the same wages as for eight hours and so have the increase and leisure as pure gain. Labor first took up the eight-hour day when the 12-hour day was not uncommon and it still puts it in its program because, even today, in most industries it would be an advance. But there is no magic about eight hours which makes such a period the ideal length for the working day. Regarded in the light of modern knowledge and modern conditions, eight hours should be the maximum to which the working day should extend, rather than the minimum to which it should be reduced.

"It is a hopeful sign that so much attention is being given to the baleful

effect of long hours and we may be grateful to Lord Leverhulme for giving the weight of his authority to so bold and beneficent a proposal as the six-hour day.'"—*Weekly News Letter*.

### How Labor Contributes to a Common Good

BY REV. CHARLES STELZLE

What should be our relationship to the other fellow?

This is the sum and substance of the social question. There was a time when some men—the so-called privileged classes—believed that the rest of the world was created for their special benefit. All others were made simply to serve them, to make life soft and easy.

But even most of these men saw a great light. They discovered that the "clods" were capable of better things, so they began to "help" them on to the higher things of life. Amazing was the degree to which "the man with the hoe" could attain, when he was given half a chance. That he could hold his own with the best of those who formerly regarded themselves as of superior clay, of "bluer" blood, of finer grain, was a discovery which came as a great surprise.

Be it said to the credit of most of the "helpers" they welcomed the revelation that the common people were made of the same material that they were—that their ideals of life, their heart-hungers, their sorrows and their griefs, their loves and their joys, were very much like their own. All the more willing were they to give their lives in service in behalf of their more unfortunately situated neighbors.

But now we're ready for another step in advance. It was a fine thing to help the man who was so ready to help himself, or even the chap who didn't. It was a Christ-like thing to bear the burdens of those who were heavy laden. There will always be such in the world. Misfortune and accident, the lack of opportunity on account of physical disability or illness, and a good many other things, will always leave in our midst those who should be given a helping hand.

Moreover, the normal man, be he rich or poor, educated through books or

through experience, be he black or white, yellow or red, no matter what his circumstances—so long as he is a man who is doing a man's job in the world, is "helping" the other fellow in a way which is rarely appreciated. The poorest man in the world, who is doing his best, is rendering a real service to the richest man in the world. He is making a contribution to the world's work which mere wages do not repay.

Even the despised immigrant who doesn't understand a word of English, but who is contributing his share to the common good by shoveling dirt in a construction camp, is making a debtor of the man who will later ride over that railroad track in his comfortable Pullman, made smooth-running because that Italian made a good job of his shoveling. But everywhere in human life, in the lowliest places, in shop or factory, on the street and on the road, everywhere—men and women and even little children are bringing their contribution to the great treasure-house to which we all come and freely draw—some more, some less; but he who draws most becomes the greatest debtor to all mankind.

Therefore let's talk less about "helping," about "service," and let's think more about "exchange"—for that's what it is—the exchange of the service that each renders for the other.

### The Immortality of a Dollar

The world has searched in vain for a spring of perpetual youth. Men and women seem destined to grow old and die. Not even Metchnikoff, with all of the resources of the Pasteur institute at his command, could stay young or stay alive.

Man must die. His property lives on, if the modern system of finance has its way—forever.

Financiers believe that they have discovered the river of perpetual financial life. Its modern name is "securities." Once put a dollar in this form, and its vitality is so increased that it lives, almost if not quite, forever.

Modern business practice has wielded an immense influence in the direction of property permanence. A thousand dol-

lars, once invested, is virtually immortal, unless it is stolen, or disposed of in some extra-legal way. Depreciation, amortization, insurance and special surplus-fund charges throw around income-earning property, a large guarantee of safety. Any failure in the perpetuity of the property values is due to the carelessness, stupidity or dishonesty of some servant of the property interests. For centuries, the thought and effort of the business world have been directed toward the increasing permanence of property rights.

The efforts of the propertied interests have been exerted to good purpose. The public mind, the laws and constitutions, the forms of judicial practice—in short, all of the social forces that were of advantage have been bent to the guarantee of property income permanence.

Granted the continuance of the present system of property, the student trembles to think of the task in store for the toiler of the future. Each year, besides producing wealth in sufficient quantities to provide for himself and his family, he must devote a large portion of his energies to the provision of income for the owners of a vast and ever growing body of immortalized property rights and interests.

Today the property values of the United States are only two hundred and fifty billions of dollars (\$250,000,000,000.00), but they are increasing at the rate of more than ten billions each year. Stacked up, mountain high, these immortalized stores of exploiting power provide their owners with an ever increasing possibility of living without working upon the work of someone else.

Today the dollar is immortal; but tomorrow—who shall say?—*The Taylor*.

### Arizona Thuggery Violates Workers' Rights

"The Government should take immediate action to prevent men from being deported. If they violate the law the courts are open and they should be tried in orderly manner."

The above is included in A. F. of L. Secretary Morrison's protest to government officials in forwarding an appeal against the deportation of workingmen



from Bisbee, Arizona, by so-called "leading citizens," who are taking advantage of war excitement to attack every workman who opposes exploitation.

This thuggery and violation of all law is explained by C. E. Tracy, secretary of the Phoenix (Ariz.) Typographical union, in a telegram to Secretary Morrison, which says:

"Twelve hundred men, 30 per cent A. F. of L., deported from Bisbee by armed Citizens' Alliance. No union men allowed to enter town. Many women and children left destitute. Members of alliance insulting women. Don't be misled by Associated Press dispatches. We demand federal investigation."

In additional reports to A. F. of L. headquarters unionists charge that the Phelps-Dodge corporation dominates the Arizona copper district and public officials in that section. It is stated that men are put in jail and charged with every sort of crime if they are in any way interested in the labor question.

The methods of this corporation are shown in its refusal to permit telegrams to be forwarded from Bisbee during the deportation. Later the corporation, through the New York office, apologized to the Associated Press and gave assurance that this "was contrary to their policy."

In the weekly bulletin of the Brotherhood of Blacksmiths, International President Franklin, Kansas City, Mo., says protests have been made to federal officials against the Bisbee deportation.

"We are advised that the families of many men are in destitute circumstances," he says, "while their husbands, fathers and brothers are being held in a detention camp in Columbus, and that men in Miami, Globe and Morenci are being arrested on any trivial or protest charge and thrown in jail.

"We have no sympathy with the I. W. W. movement, but we most emphatically protest against the high-handed method used by the mob who deported all men who were in any way obnoxious to the interest of their bosses, who evidently control the prosecutor's office, the sheriff's office, and in fact all other county and state officials, and who will not only per-

mit, but are the instruments with which the high-handed methods are perpetrated."

In its last issue the El Paso, Tex., *Labor Advocate*, has this to say of the Bisbee deportation:

General Organizer Hayden of the Brotherhood of Carpenters has just returned from Bisbee and reports that the so-called Loyalty League of Bisbee is simply a self-constituted body of men who stated to him that their avowed purpose was to destroy every labor union in the city of Bisbee; that the I. W. W. question is purely a blind so that these merchants' and manufacturers' representatives may have an excuse for endeavoring to disrupt organized labor."

Organizer Hayden has notified building craftsmen to stay away from Bisbee because of the kangaroo court of the self-appointed Law and Order League, which has declared for non-unionism.

The *Garment Worker*, official magazine of the United Garment Workers, is one of the many labor papers that raises a warning note against the deportation of workers at Bisbee, Ariz., because it is alleged they belong to a so-called "revolutionary" union.

"In a democracy there is no room for anarchy, whether it be practiced by the multimillionaire or the manual laborer," says the *Garment Worker*, "and if our institutions are to survive, the sooner this doctrine is impressed upon those who set aside the laws established by society for its protection, just so much nearer will we come to that step in the progress of democracy for which our country has enlisted all its wealth in human beings and treasure.

"Lincoln truly said that no country could exist half slave and half free men, but the serfdom of the chattel slave was not nearly as dangerous to the welfare of our common country as in an industrial serfdom dominated by a financial and anarchistic oligarchy." — *Weekly News Letter*.

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#### American Alliance for Labor

With plans already well under way for local organizations throughout the coun-

try, the American Alliance for Labor and Democracy has been organized in New York to "more completely Americanize the labor movement" by counteracting the work of pro-German, anti-American organizations.

The new Alliance was formed after the Central Federated Union of Greater New York had recognized the danger in the situation and adopted resolutions calling for immediate action to meet that danger.

President Gompers was called to New York to address the Central Federated Union. At later conferences between New York and national labor men plans were laid and the Alliance founded.

President Gompers is its chairman, Frank Morrison its vice chairman, and Robert Maisel, of New York, its secretary. Mr. Maisel is also secretary of the National Labor Publicity Organization. On the advisory board are James P. Holland, president of the New York State Federation of Labor; Hugh Frayne, A. F. of L. representative in New York and now a member of the War Purchases Board; David J. Barry, editor of the *National Labor Journal*, Pittsburgh; W. L. Small, editor of the *Newark Labor Bulletin*; Robert P. Brindell, of the Brotherhood of Carpenters and Joiners; William Kohn, president of the Central Federated Union; Ernest Bohm, secretary of the Central Federated Union; Chester M. Wright, former editor of the *New York Call*, and Joseph Barondess, member of the New York Board of Education.

A call has been sent to State and central labor bodies throughout the country for the organization at once of local Alliances, and it is expected that within two or three weeks there will be an Alliance in almost every city in which there is a central labor body.

It is the purpose of the Alliance to voice the position of the labor movement at all times as the true spokesman for organized labor. The Alliance will keep constant watch to see that false prophets and would-be labor leaders are not permitted to deceive either the labor movement or the general public.

The American labor movement stands firmly with the Government and for democracy in this war. Its position is

clearly stated in the declaration adopted at the great conference of national and international officers in Washington on March 12, 1917.

The so-called Workmen's Councils or People's Councils cannot speak for the labor movement. The reason is simple. They are NOT the labor movement and the labor movement insists upon being its own spokesman. This the American Alliance for Labor and Democracy makes clear and it warns the American people against deception by those who pretend to speak for labor but who have not even the slightest show of authority to speak for labor.

The Alliance, from its national headquarters in New York, will conduct a vigorous campaign of publicity and education, setting forth the purposes and position of the labor movement in the war and making clear the demands of democracy upon all Americans.

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### Treasury Workers Get Reduced Workday

Secretary McAdoo on July 9, ordered the Bureau of Engraving and Printing placed on an eight-hour basis for all men and women employees. This action, says the *New York Times*, came as a sharp and sudden end of the fight that Miss Jeanette Rankin, representative in the House of Representatives from Montana, has made in behalf of the women employees of the bureau, who have been compelled for many weeks to do overtime work in the stress of printing connected with the Liberty loan bonds and federal reserve notes for issues to take care of advances to the Allies.

Miss Rankin was appealed to by representatives of the employees and made a careful personal investigation in the bureau with every facility afforded her by Director Joseph Ralph. She was convinced of the truth and justice of the complaints and at once sought a conference with Secretary McAdoo in which she laid before him evidence she had gathered in support of her claims that men and women were being forced against their will and in detriment to their health and personal responsibilities to work from fourteen to sixteen hours a day. The

Secretary at once ordered an investigation to be made by Assistant Secretary of the Treasury, Oscar T. Crosby, the auditor for the Interior Department, Oscar A. Price, and the chief clerk of the Treasury Department, John L. Wilmeth.

The committee met at the bureau building, Miss Rankin being present, and decided that the shortest method of ascertaining the facts was to examine the service cards of the employees, which show every hour of work performed by all persons on the rolls. This committee also received a delegation of more than seventy girls, who told their story in a manner which at once won the committee to their view of the situation.

The question of shorter hours in the Bureau of Engraving and Printing was taken up by the National Women's Trade Union League in June, at the Kansas City Convention, and a delegation appointed to present to Secretary McAdoo a resolution covering the hours of labor in the bureau. This delegation waited on Secretary McAdoo, June 19.

What was done in this fight was done by women, and it was a woman congressman who, alone of all the government officials who might have done so, took up the case of the wage-earning women. — *Life and Labor*.

### Employers Ignore Race or Color

Writing in *Reedy's Mirror* on the East St. Louis anti negro riots, Harry B. Kennon says:

"Whatever of filthily dispensed rotten whisky, or rotten politics common to the misgovernment of our municipalities, investigation of the recent East St. Louis massacre may disclose, back of all looms the primary cause: an artificial migration of labor to an industrial center unable to assimilate it. That the laborers were negroes is the negro's misfortune—irreparable to individual sufferers. But had East St. Louis been called upon to assimilate a like surplus of any foreign labor there would likewise have been trouble. Not so swiftly terrible, perhaps, but trouble of the gravest nature.

'It is no secret that our captains of industry systematically pull wires to

maintain a surplus of labor in the centers, nor that they depend upon municipal, State and federal aid to down the surplus when unruly. They declare themselves innocent and injured when mobs arise, trusting in their powerful organization and in the need of the public for their output to conquer mobs of their creation.

Their declarations are taken by the public with that grain of salt that removes the unpalatable from the inconvenient.

"The negro will have to be his own best friend in killing race prejudice and, furthermore, he will have to recognize the fact that he is not the sole sufferer from such conditions as existed in East St. Louis. For white men have been as freely exploited for surplus labor material as negroes—more so, since negro labor is not particularly prized by Northern capitalists of industry. What the writer saw being done in the South in the fall and winter of 1916, he had seen in southern Europe ten years before. Hired labor agents from the United States, efficiently assisted by the steamship companies, were raking the land, offering shining inducements to downtrodden men, who did not know they were downtrodden until fired with the fact to migrate to the land of milk and honey. The assimilation of that artificial, over-accelerated migration has been so complete and satisfactory that the United States, through municipal police, her National Guard and federal troops, has been quelling rebellions almost constantly that would have wrecked a country of less extent or a government less elastic."

### Law-and-Order Mobs Warned by Governor

Governor Frazier, of Bismarck, N. D., has notified all peace officials in this state that mob disturbances must be sternly dealt with or they shall be removed from office.

The state executive makes it clear that "law-and-order" mobs will not be tolerated, and that North Dakota must not be disgraced as has other states.

"Within the last few days most deplorable reports have come from South Dakota and Montana. It is charged that

the constitutional rights of the individual have been trampled under foot by mobs in the guise of so-called safety committees, labor organizations and even by peace officers," he says.

"To some of these misguided mobs and officers it seems to be a crime to be seeking work and not to possess money. Men have been illegally searched, beaten, deported and otherwise mistreated contrary to all law and in direct violation of the inalienable rights of every citizen.

"I wish it distinctly understood that no such unwarranted actions against the rights of any individual will be tolerated in this state while I am governor. No official has a legal right to search any man without a search warrant. He has no right to beat any man. He has no right to deport any man because he is without money, or because he demands higher wages. The federal and state constitutions guarantee to individuals certain rights. These rights must be respected. The surest way to lose our liberties and constitutional rights is to take them away from those who are less fortunate. Abuse of official power is but to weaken all respect for law and order. Officials must protect the weak as well as the strong. I call upon you to sustain me in making North Dakota a model state of law and order."—*Weekly News Letter*.

### Enjoined Since 1907 Coal Miners Now Quit

Federal Judge Dayton, of West Virginia, in October, 1907, enjoined officers of the United Mine Workers from visiting the homes of the employees of the Hitchman Coal & Coke Company, or attempting to organize them "without the company's consent."

Last week these miners distributed the following notice:

"To Whom it May Concern: The miners employed at the Hinchman mine, located at McMechen, W. Va., have quit their jobs because the company refuses to recognize the United Workers of America. They are going where they can belong to the union."

In a telegram to Secretary of Labor Wilson, asking that the Federal Depart-

ment of Labor assist them, the miners declare their willingness, as patriotic citizens, to help the Government, and insist that they "have the right to exercise at home the spirit of democracy for which our country is fighting."

Judge Dayton's injunction is pending in the United States Supreme Court, on appeal by the coal company, because the Federal Court of Appeals, at Richmond, Va., has reversed the order. In its reversal the court said:

"In the first place it should be understood once and for all that so long as capital employs legitimate means for the protection of property rights, that it is to be accorded the protection of the law; but this does not mean that capital may, by improper methods, form combinations for the purpose of preventing labor from organizing for mutual protection."

In 1915 Congressman Neely, of West Virginia, started impeachment proceedings against Judge Dayton, but the latter escaped by the committee reporting a Scotch verdict: "Not guilty, but don't do it again."

The majority report of the committee stated that "the evidence shows many matters of individual bad taste on the part of Judge Dayton—some not of that high standard of judicial ethics which should crown the federal judiciary." Among these was included proof that he held stock in mining companies.—*Weekly News Letter*.

### Defeat Many Labor Bills

The Wisconsin State legislature, which has just adjourned, defeated many measures beneficial to labor. Included in the list is the anti-injunction bill, which was approved by the assembly but rejected by the senate.

"The issue involved in this bill," says the *Wisconsin State Journal*, "was plainly one of placing the outworn doctrine of conspiracy as applied in injunctions issued in labor disputes out of the reach of anti-labor judges who are willing on any pretext to enjoin labor organizations from doing anything or everything that employers do not want them to do."

"The senate was strong for proclamations about fighting for democracy in Europe, but it refused to allow the same freedom of action to labor organizations in Wisconsin that has been allowed to labor organizations in Germany for many years, in England since 1896, and by the federal government for several years."

The *Wisconsin State Journal*, which is not a trade union publication, says the men who voted against injunction regulation "voted for autocracy in its worst form."—*Weekly News Letter*.

### Doors Closed to Rate Raise

In accordance with the new law increasing the membership of the Interstate Commerce Commission from seven to nine, the Commission Aug. 11th notified all railroads that applications for increasing rates or fares without prior approval of the Commission must be discontinued until January 1, 1920.

The order ends the filing of innumerable minor rate increases, as conducted in the past, unless the Commission shall approve them first.

### Roads Drop More Passenger Trains

Passenger service on all railroads entering Cleveland is to be further reduced.

John Y. Calahan, general passenger agent of the Nickel Plate railroad, who is chairman of the Cleveland committee of the National Railroads' War Board, last night announced new orders, soon to become effective, which call for a number of passenger trains in this district to be discontinued.

This action will facilitate movement of grain and food products as well as lumber and munitions, railroad officials declare.

"Between March 1 and July 15," said Mr. Calahan, "the railroads in this territory effected a saving at the rate of almost 7,000,000 passenger miles a year in passenger train service. The total reductions already made and those soon to be put into effect in this territory amount to over 12,000,000 passenger miles. It is estimated 16,000,000 additional miles have been saved by reductions in passenger service in eastern territory."

Over 100,000 empty freight cars have

been ordered transferred from one road to another in the last two months, officials assert. This is being done now regardless of ownership of cars in order to mobilize in different sections of the country a sufficient number of cars to handle abnormal government crop and commercial traffic.

Curtailement of passenger service will effect a savings of over 1,000,000 tons of coal a year, it is claimed. Thousands of men employed on passenger trains will be used on freight trains, and passenger engines will be used to haul freight trains.—*Cleveland Plain Dealer*.

### Ordered to Move Cars

Although railroads are pleading for higher freight rates to "equip their properties," the railroads war board, a sub-committee of the council of national defense, has ordered 36 railroads to immediately move 68,814 empty freight cars to the lines of 54 other railroads.—*Weekly News Letter*.

### Santa Fe Raises 18,000

An increase of 11 to 15 per cent in wages of 18,000 employees of its shops was announced here today by the Atchison, Topeka & Santa Fe railroad. The advance goes into effect Sept. 1.

The advance calls for an additional expenditure of about \$2,500,000 and practically completes the circle of advances which the Santa Fe has been making at intervals for more than a year.

The raise was granted owing to the general tendency in that direction all over the country, due to the high cost of living, and in recognition of the faithfulness of the employees.—*Associated Press*.

We suppose the above does not apply to any member of a union. The president of the Santa Fe does not like unions.—EDITOR.

### Women's Wages

The Massachusetts commission on minimum wage boards found that the average yearly earning of women in retail stores is \$313.26, or \$6.02 per week.

A later study of 9,465 employees of retail stores within the state revealed the fact that 21.5 per cent of this number earn less than \$100 per year.

Of 1,219 laundry workers examined, the board found that 49 got less than \$4 per week and only 270 received more than \$8.

The average weekly earnings for girls in candy factories is \$4.93.

Twenty per cent of all workers under twenty-one years old receive less than \$6 a week in miscellaneous industries.

A committee of social workers figured that it would cost an average woman, living away from home, \$10 a week to live so that she would secure the necessities of civilized life. — *Cleveland News*.

### Bisbee Bars Labor Chiefs

A committee of five members appointed by the convention of the Arizona Federation of Labor to investigate the Bisbee deportations of I. W. W. miners of July 12, was met by citizens at Forest Ranch, seven miles from Bisbee and turned back.

The committee was advised it could not enter Bisbee. Citizens told the labor men the government had several agents in the Warren district investigating and the attorney general, also, was conducting an investigation.

The committee was appointed by the convention at Clifton, Ariz., with instructions to report its findings at once.

### MAY ASK U. S. TROOPS

A dispatch from Phoenix, Ariz., says: Gov. Campbell telegraphed Attorney General Jones at Bisbee this afternoon inquiring whether he had started civil action against members of the Citizens' Loyalty League of that city who stopped the investigators of the Arizona Federation of Labor. If action is not begun at once, the governor stated, a request would be made immediately for federal troops.

### TO INVESTIGATE I. W. W.

President Wilson has appointed Chief Justice J. Harry Covington of the supreme court of the District of Columbia to investigate the labor situation in the

West and Southwest, especially in connection with activities of the I. W. W. — *Bloomington Illinois Searchlight*.

### Favors Conciliation

Governor Withycombe of Ore., urges the creation of a board of seven members to conciliate and arbitrate Oregon industrial disputes. He suggests that three members be chosen from organized labor, three from employers and the seventh member to be the chief justice of the state supreme court.

Governor Withycombe expresses this opinion on industrial conditions:

"I am not afraid of the I. W. W. — their propaganda and their agitation are too vicious and too contemptible to become a permanent menace. But I believe that this country is on the verge of grave industrial difficulties." — *Weekly News Letter*.

### Strikebreakers Strike

Strikebreakers employed at a box factory in Kansas City, Mo., quit their jobs in disgust when they were paid 18 and 19 cents an hour instead of the princely wage promised them. The carpenters' union has charge of this strike which was caused by low wages. Several hundred men, women and children are involved. — *Weekly News Letter*.

### "Let No One Go Hungry Away"

President Wilson may have been unconscious of a notable precedent when he made it clear recently that he is against scrapping essential public and social service in the midst of war. Unmistakable in tenor, if cast in the phraseology and social customs of an earlier epoch, was this letter from George Washington, written at Cambridge, November 26, 1775, to his representative at Mt. Vernon:

"Let the hospitality of the house, with respect to the poor, be kept up. Let no one go hungry away. If any of this kind of people should be there in want of corn, supply their necessities, provided it does not encourage them in idleness; and I have no objection to your giving my money in charity, to the amount of 40 or

50 pounds a year, when you think it well bestowed. What I mean by having no objection is, that it is my desire that it should be done. You are to consider that neither myself nor my wife is now in the way to do these good offices. In all other respects, I recommend it to you, and have no doubt of your observing the greatest economy and frugality as I suppose you know that I do not get a farthing for my services here, more than my expenses. It becomes necessary, therefore, for me to be saving at home.

"The above is copied not only to remind yourself of my promises and requests, but others also if any mischance happens to GEORGE WASHINGTON."

—*The Survey.*

### Will Not Affect Labor

Secretary Bohm of the New York central federated union has received a telegram from President Gompers in which the A. F. of L. executive discusses the rejection of labor's exemption from the food control law. President Gompers says:

"American Federation of Labor did not delay passage of food administration measure for following reasons:

"Under the interpretation of United States supreme court in the case of Payne Lumber Company versus Neal it was held that private individuals could not institute legal proceedings under anti-trust legislation. Only the government could take action.

"Civil sundry appropriation laws contain provisions that no appropriation for judiciary can be used to prosecute labor organizations under anti-trust legislation.

"High authority has given assurance that section four of food administration measure would not be interpreted to apply to normal and necessary activities of trade unions.

"The proviso suggested by A. F. of L. that section four should not be interpreted to repeal labor sections of Clayton anti-trust act will be introduced in senate as a separate measure. This course has the approval of President Wilson, who will assist toward the enactment of proposed measure."—*Weekly News Letter.*

### Beaver, Pa., Bosses Fined

The following from the *Pittsburgh Labor Journal* shows the need of law to induce employers to do a natural duty.

—EDITOR.

"Adrian Thompson, and his son, Russell Thompson, the proprietor and manager of the Metal Products Company, of Beaver, Pa., who were arrested some time ago on complaint of Supervising Inspector Francis Feehan, of the Pennsylvania Department of Labor and Industry, for allowing gears and other parts of machinery in their shops to remain unguarded, will hereafter be good and observe the law.

The Thompsons have promised Mr. Feehan that they will pay a fine of \$50 and all costs that the magistrate might impose if the case were not allowed to go to court, and in addition that all unguarded machinery will be provided with necessary safeguards as soon as they can be installed. Also that hereafter, regardless as to whether the Thompsons work on government contracts or not, they will make every provision possible for the safety of their employees.

"The arbitrary conduct of the Thompsons was exposed by the *National Labor Journal* several weeks ago, and the expose attracted widespread attention among workmen, manufacturers and even government officials."

### Would Conscript Wealth

In two speeches in Fargo, N. D., Carl S. Vrooman, assistant secretary of agriculture, made emphatic declarations for conscription of wealth to finance the war.

"We must have conscription of wealth just like our conscription of men," he said. "I read today in the paper that some of our millionaires are objecting to an 8 per cent war tax. It made me laugh, when millionaires of England are paying a 50 per cent tax.

"I believe any wealthy man who isn't willing to pay 8 per cent or 50 per cent or even all of his income, above what is necessary for his own support, to help us win this contest, doesn't deserve to have the protection of that flag which the boys

in khaki are fighting, across the water, to preserve." — *Weekly News Letter*.

### Defines "Living" Wage

"Laborers in the city of Winnipeg, Manitoba, Canada, under present conditions cannot be expected to work for less than 40 cents an hour during the short season," says the *Voice*.

"He can hardly live decently himself on that figure, to say nothing of supporting a family. To ask him to get along on 30 cents an hour is to ask what is practically an impossibility.

"Bread and meat are twice as dear as they used to be and flesh and blood cannot be bought as cheaply as ever in the wage market."

### Deport I. W. W. Chief

Five armed business men of Lovelock, Nev., Aug. 13, went to Rochester mining camp at midnight, seized C. W. McKinnon, brother-in-law of W. D. Haywood and an organizer of the Industrial Workers of the World, took him to Lovelock and shipped him to Ogden early today.

John Gilbert, a resident of Rochester, also was deported.

McKinnon ten days before was deported from the Yerrington copper district. — *Cleveland Plain Dealer*.

### On Strike for Less Hours

Timber workers and shingle weavers throughout western Washington have suspended work to secure a shorter work-day after making repeated efforts to induce employers to meet them in conference. The only answer of the employers was to vote \$500,000 to fight.

These workers demand eight hours in the saw mill branch and nine hours in the logging branch. Working conditions in this industry are shown by these additional demands:

Sanitary toilets in all mills; heated lunch rooms; semi-monthly pay days; freedom to board and trade at the option of the employee; abolishing of brass checks and trading coupons and the substitution therefor of legal money; no loss of time when breakdown occurs and the men are

kept on the job; freedom of speech shall not be abridged; on tampering with the worker's mail; sanitary bunkhouses and sufficient light in same.

The strikers are members of the International Shingle Weavers' Union, affiliated with the A. F. of L. — *Bloomington Ill. Searchlight*.

Is it any wonder that the I. W. W. thrives under such conditions as these complaints indicate? It would seem that there is need for conference. But these employers with \$500,000 to spend rather than concede justice have induced Judge Ben Sheeks, at Hoquiam, Wash., to issue a temporary injunction against striking timber workers from picketing the Grays Harbor Lumber company. — *Editor*.

### Agitation Counts

Three girls arrested in Bridgeport, Conn., on complaint of the Electric Cable Company for picketing were discharged by Judge Wilder, who said "they have a right to talk to other workers, as pickets, in a peaceful manner." The girls were arrested for violating section 1296 of the Connecticut criminal code, which makes it even unlawful, according to the state supreme court, for a unionist to notify his employer he will quit work if a non-unionist is retained. At the last session of the legislature trade unionists failed in their attempt to secure a modification of this law, but Judge Wilder's decision indicates that their fight was not lost. — *Weekly News Letter*.

### Conscript Gun Men

Conscript the gun men and strike guards is the advice of the West Virginia *Federationist*.

"Governor Cornwell has within his power to do a great service to the state of West Virginia and the United States by creating a regiment of trained gun men now in the employ of the coal companies, and draft it into the government service," says this paper. "These guards could then satisfy their blood lust on the subjects of the mad kaiser to their hearts' content. The state must get rid of this gang of cutthroats before any semblance



of law and order can be maintained in the sections in which they operate."—*Weekly News Letter*.

### Mooney to Have New Trial

Attorney General Webb of California has consented to give Thomas J. Mooney a new trial, and has notified the state supreme court to this effect. The court will pass upon Mooney's appeal at the fall term.

The attorney general has been deluged with petitions to take action in this case because of perjury methods employed by District Attorney Fickert.

The attorney general's action is based on this irregularity of Fickert at the trial, which resulted in Mooney's conviction. Frank Oxman, the state's principal witness, is now awaiting trial on perjury charges. Mrs. Mooney was acquitted on murder charges based on the same evidence that convicted her husband.

### Oxman to be Probed

Mayor Rolph of San Francisco has ordered the police department to thoroughly investigate the Oxman perjury expose and the unanswered question where District Attorney Fickert "dug up" this witness, who is charged with false testimony in connection with the conviction of Thomas J. Mooney.

Police complicity in the change of testimony by other state witnesses will also be probed.—*Weekly News Letter*.

### A Strike in Spain

By the Associated Press

In Madrid six persons were killed and nine others were wounded when strikers clashed Aug. 15 with soldiers at Barcelona.

Interior Minister Guerra said that the strike agitation had increased in several quarters of the capital, but that the troops acted vigorously and quelled the disturbances.

Premier Data said: "We are confronted with an anarchist movement inspired by no definite object, not even of effecting a change in the ministry."

The capital is like an armed camp. The

bakers having struck, bread for the inhabitants is being baked by soldiers. Reports from San Sebastian, Santander, Corunna and Granada say that the situation in those places is quiet.

The government has ordered the arrest of the principal members of the Socialist party.

The minister of the interior in a statement to the press said that while the police were searching a house they found City Councillor Largo Caballero, a Socialist leader, concealed under a mattress, while behind some curtains were four other members of the Socialist committee Senors Saborich, Anguino and Bersgiro and Senora Virginia Alvarez.

### May Discharge Unionists

The high court of Melbourne, Victoria, Australia, has ruled that an employer may discharge a man because of membership in a trade union. The court does not use these words, as do courts in the United States, but it upholds an employer who discharged a worker because he refused to sign a statement that he was satisfied with working conditions. As the commonwealth arbitration act makes it unlawful to victimize unionists, the worker appealed to the court for justice. The employer insisted that unionism had nothing to do with the case, and that the worker was discharged for the sole reason that he would not sign the statement. The employer was dismissed, although two of the judges held that this excuse was merely a trick to evade the law's clear intent.—*Weekly News Letter*.

### Dante Barton

The JOURNAL regrets to note the death of Dante Barton, the well-known writer for the Industrial Relations Committee. The deceased was for many years chief editorial writer on the *Kansas City Star*, but for some time has confined his literary efforts to the advancement of organized labor. For the past few years his news letters on industrial exploitation have been read with interest by trade-unionists throughout the United States and Canada, and his virile pen will be sadly missed.—*Coast Seaman's Journal*.

# THE JOURNAL

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## Labor Conditions

The B. of L. E. and other organizations in train service seem to be getting along quite smoothly, and gradually securing the application of the conditions emanating from the Adamson law, with little friction, though the benefits are very considerable, for a great number, but that does not seem to be the case with labor generally speaking. There is abundant evidence that the employing class are trying to take advantage of wartime conditions to disorganize organized labor, and lower the condition of the wage worker, at least to do everything possible to prevent wage conditions keeping pace with high cost of living.

We have presented many phases of the subject in our Digest Department in this issue, and having a common interest in the welfare of labor generally, and which involves our own in the larger sense, we feel ought to interest our readers, especially those who get a living by serving others.

It contains a good lesson on the fact that autocracy is not all confined to Europe. That it is here in democratic America, and effects no class so seriously as that of the laboring class, and involves the lesson to labor that if there are to be any of the principles of democracy for them to enjoy, they must be secured, and preserved by organized effort; that we must stand together in defense of our class of labor, and that we must stand together as workers in a common political defense if the principles of democracy, ethical and social, is to have any place in America's economic affairs.

## Army or Navy Members of the B. of L. E.

The officials composing the Advisory Board of the B. of L. E. believe that the members of the Brotherhood of Locomotive Engineers as an organization desire that the Order shall do its part in the great struggle our country is now in, and to specially commend members who join the Army or Navy of the United States or Canada, at a meeting of the Advisory Board of Grand Officers, held in Cleveland, Ohio, July 26, 1917, after discussing the question of members of the B. of L. E., enlisting or being conscripted into the service of the United States or Canadian Government unanimously adopted the following resolution:

*Resolved*, that it is the consensus of opinion of this Advisory Board that members of the organization enlisting or being drafted under the conscription act into the service of United States or Canadian Government in either the Army or Navy, that such members shall be excused from the payment of all grand dues while so engaged, this rule to become effective on and after October 1, 1917.

It was further resolved that the Divisions of which these men are members be requested to consider the matter of excusing them from the payment of all local dues and assessments during the period they remained in the service.

The Board was actuated by the belief that doing what they recommend is little enough to do, for those who are called to the front and hazard their lives in defense of their country. While the question of local dues is a matter left entirely to the will of the members of the Divi-

sions, the Editor desires to suggest that as the Division can render little or no service beneficial to a member of the Army or Navy, that dues might be thought a hardship, and that it would be well for all of us to put ourselves in the other Brother's place in considering the question of members in the army or navy at \$35.00 a month paying local dues and assessments, in order to maintain his membership. We hope at least for the most liberal consideration of this sociological question.

#### PASSES FOR SOLDIERS, IF?

The Interstate Commerce Commission rules that, "Railroads may grant passes to the families of employees who enter the military or naval service of the United States in the present war, if they are carried on the records of the company as furloughed employees."

#### Women Substitutes for Men

In England and France it seems to have been necessary to find substitutes for men, doing men's work, but we understand that there the labor organizations took the matter in hand, and demanded that women get men's wages for like service, and that the government conceded the justice of the demand, and the two influences combined secured an agreement with the employing class to carry out this principle, and to agree that on the return of the men succeeded, if they were in condition to render service, they should have their former places in place of the women hired on the war emergency.

That change has already begun in this country, and while men are being conscripted, comparatively few places are vacated, but women are being employed beyond any need, and at work entirely out of harmony with womanhood, away from either sanitary or moral surroundings, and in too many places for the purpose of lowering wages, which takes with it the exploitation of women and the degradation of the working class.

The *Cleveland News* discusses this subject from the standpoint that "there is the danger of selfish exploitation of women workers by greedy and unscrupulous employers." While we concede that

this is true we must look at the subject from the larger view of our commercial institutions, which, by the adoption of a policy, tends to exclude personal responsibility for any moral result; the owners adopt the policy, then leave its being carried out to those employed by them, which is, keep the business going and the dollars coming. The moral of how that is to be done is left to the discretion of a class who realize that the more profit they produce the more their share is likely to be.

We have food control, coal control, control of the conduct of conscripts before they are enrolled, etc., but labor is left to look out for its own needs—a very difficult problem as is shown in matter in the Digest Department of this issue. Men well organized can do fairly well in looking after their own interests, but the substitution of unorganized women with lowered wages and extended hours is a menace to the interests of both, as it is of public welfare, and it seems to call for a concerted movement on the part of all who serve, and are interested in a common welfare, to try to arouse a public sentiment that will demand that no excess profits shall come from the employment of women, that the wage scale and hours of service be held as law governing all employers who employ women, or men, as substitutes for men conscripted for a common defense of the country.

Equal pay for equal service, regardless of sex or nationality, will greatly lessen the demand for substitutes, and assist in maintaining a decent living and moral standard in the community. We cannot be too premature in bringing this subject to the attention of the public and all law making bodies. Every contract that organized labor succeeds in making should have in it a clause, Like Pay for Like Service; then the opportunity to exploit labor, man or woman would be eliminated.

#### Democratic Government

Francis Neilson, former member of the British Parliament, lecturer and economist, delivered an address to the Cleveland, Ohio, Ad Club in which he said:

"Europe has tried to exist under the old regime, but the monarchies have

failed, and this war will see the tearing down of these barriers by the people."

He said he traveled about with his heart filled with disappointment over finding the United States following the same economic and political lines which brought England to her knees in 1914. "We need the democracy I found in America two decades ago."

He alluded to the growing Dollar domination, and said: "This war must be a victory for the common people."

The laboring classes and the commoners of this country have felt for many years, as capital multiplied and combinations grew, that capital and concentrated financial interests were becoming more and more the dominating power of the country, and that every step in that direction took us farther away from that democracy which looks to the interest of all the people, and now, war conditions and needs have given further opportunity for utter disregard of public welfare, profits and combinations to increase them, have put living cost almost out of reach of even the comparatively well paid workingmen, and the excesses and greed of profit-getting and the claimed rights of the money power to do as it pleases, so long as its acts are not crimes under the law, became so repulsive that a public demand created the retaliatory law of Food Control which penalizes hoarding, waste, or destruction of foodstuffs to increase prices.

This law authorizes the President to requisition factories, foods, fuels, feed and other supplies necessary for the army, navy or any public use. It authorizes the President to purchase and sell for cash at a reasonable price, wheat, flour, meal, beans and potatoes, and what will hurt the sensibilities of the money power most, "empowers the President to regulate any exchange or board of trade," and the mine owners will be no better pleased, as the law empowers the President to take control of coal and coke from the mines to the consumer, hence the excesses of greed for unreasonable and unjustifiable profits have brought about a condition unlooked for by those who contend that it is their legal right to charge what they please, all the market will

stand, regardless of how the demand is created by withholding necessities, and this attitude was well illustrated when the Council of Defense and the governors of eight states met in Chicago with the purpose of establishing a maximum price for coal at the mines.

The mine owners and operatives declared that they would follow any attempt at fixing price with a series of petitions in court attacking the legality of that right and the law creating the National Council of Defense—not a new process, as our four organizations in train service know.

The speculative price of coal brought another undesirable feature to the coal barons, as at the same time the governors met to interfere with their profits, 9,000 Illinois miners struck for a share of it, asking an extra dollar a day, the operators contending that they were induced to make the demand "because of unfounded publicity given alleged profits by the operators." We think the words "unfounded" and "alleged" should be eliminated from their statement and leave the truth, as the retail price of coal has been advanced 100%, while the miners' wages and freight rates have remained practically stationary.

We think that the mine operators and owners will find themselves in an undesirable place fighting the government and public sentiment, and that fighting the Food Control bill and the National Council of Defense will end as it did in the case of the Adamson law. The will of the people when aroused is above and beyond the power of any class however much wealth they possess.

"It is reported that the miners went on strike in violation of their contract." That is something that should never happen. If labor organizations are to keep in position to make complaint of unfair treatment, we must avoid what we complain of in others. We must be just, if we are to exercise any influence in demanding justice.

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#### Why Not Investigate Cause

The military authorities of Idaho have taken matters out of the hands of civil

authorities and arrested many members of the I. W. W. as military prisoners. Press dispatches say that they were arrested because the I. W. W. included a large number of interned German slackers and industrialists.

Major Wilkins, in command of the Idaho National Guard, is reported as saying that "he acted under general orders empowering him to take such steps as appeared to be necessary to prevent destruction of property and *hampering of industry*," and that he told the men arrested, "that any one of them found innocent of trying to hamper the harvest, or *tie up the industries of the country*, would be given their freedom."

Later dispatches state that the governors of the four states named refused to release the war prisoners.

This leads to the very important question: Is it the agreed policy of these four states to arrest and subjugate laboring men before they have committed any illegal act, and is this policy sanctioned by the general Government?

The I. W. W. has won the reputation of being destructive and unAmerican, and their process is not approved by other factors of organized labor, but they will not contend that there is not a possible cause for the radical sentiment that actuates the members of the I. W. W.

We allude to the subject because it seems opportune to suggest that if the military authorities may arrest laboring men on the ground that they are about to stop work because of objectionable conditions, there ought to be an investigation of the causes that lead men to make such sacrifice as a strike entails.

Without discussing the merits or demerits of the I. W. W. the fact seems to remain that if the military process may be used to subjugate one of the two factors to labor controversies, and that always the laboring class, it follows that all labor organizations may be subject to the same manner of suppression if they presume to stop work, because the employing class will not listen to the just complaints of workmen.

We believe that all classes of organized labor would be glad to hear the opinion of some neutral factor authorized to investi-

gate the causes of every disagreement between the employer and employed, and let the public judge as to what is ethical between them.

The timber workers and shingle weavers in the western states are asking for an eight-hour day, the abolition of the truck system, and get their wages in money so they may spend it where they please, and if there is a breakdown and they are kept on the job that they should be paid for such time. (See full request in Digest Department.) These requests do not seem to be sufficiently unreasonable to justify military imprisonment before any overt act has been committed, and we think there should be an investigation into the causes which led to a condition which calls for an army to suppress. The facts and conditions ought to be known through impartial investigation, and be given publicity, so that the public may form some judgment as to whether equity may be possible of attainment between the employing class and the employed without the right to quit service when the employed thinks there are just grounds for quitting that service.

We are in a war for democracy, *equal opportunity*, and in fostering this great work, one of the grandest efforts in the world's history, the Government is regulating nearly everything because greed was asking more than what was right for commodities, and it would seem quite as essential in the interest of the country's efficiency to regulate labor conditions by applying the remedial force to the factor which denies equitable conditions, whether it be the employing or the employed class.

We assume that organized labor as a class are as loyal to the country as the employing and capitalistic class, and that the former are much less likely to ask favors from the Government. All they want is equality of opportunity, which involves a wage equal to the increased cost of living that excess profits have created.

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#### Mutuality of Federation or Co-operation

Onestanding alone as a negotiator for the sale of his service is powerless and wholly

at the will and power of the employer who fixes both the buying and selling price; but when his class of labor becomes well organized they gain control over their own interests, and gain a voice in fixing a price for their service, get a hearing from the employer, and usually get redress of their grievances.

But some employers, or combination of employers, refuse to concede very reasonable requests for remedying unsatisfactory conditions, and if there is a diversified service and more than one organization of workers, the thought of federation or co-operation naturally follows in order to gather greater strength to foster a common interest, an added strength to accomplish an object that is thought not otherwise attainable.

The various organizations of labor are made up of individuals obligated to it, and when these organized bodies agree to federation or co-operation it carries with it the whole obligated factor, and an agreement to stand together as one common interest, working for the cure of a grievance common to all. So long as this agreement lasts no other issue should be allowed to intervene that is not sanctioned by the federated or co-operated body, and that position should be maintained until the object of the union of interests has been accomplished, or conceded lost, and the federation or co-operative agreement dissolved by common consent.

The injection of a class issue without the sanction of the whole of the associated bodies before its negotiations are closed, might jeopardize the common interest sought by it.

Men are obligated to the organization representing their class of labor. That organization obligates itself to the federation or co-operation, and disregarding their obligation to it is in fact disregarding their obligation to organized labor, and to obviate this weakening influence the Editor suggests that the law governing such bodies in train service be so amended as to prohibit a strike on the part of any factor to federation or co-operation without the sanction of all the orders composing it, and that any factor responsible for a strike under such circumstances eliminate itself from the

federation or co-operation agreement.

Without a lasting common interest, an obligation which will sacrifice class interest to a common good, the principle of federation or co-operation will die from lack of confidence in the elements which compose it.

Let us be consistent as a co-operative body and stand steadfast as an obligated whole until the object of the merged interests has been obtained and applied, and write into the law governing the co-operation, that when the specific object which led to the united action is obtained, that the federation or co-operation automatically end, and each again look after its own interests until some other common object again calls for a united action.

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### Golden Wedding

The Editor has been favored with an invitation to attend the celebration of the fiftieth anniversary of the marriage of Brother and Mrs. James O. Detweiler at their home 157 East Fourth Avenue, Roselle, N. J., on Sept. 8, 1917.

Brother Detweiler is an old and faithful member of the Brotherhood, and he has had an important part in helping it progress from the comparatively small institution to its present one of great attainments, and we should be glad to have a part in celebrating the fiftieth anniversary of his wedded life, which is vouchsafed to but few, and bears evidence of faithful team work very complimentary to both, whose plighted faith in each has stood the test for fifty years; but our duties will not permit of absence at this time, and we must be content in wishing them many happy returns of the day, feeling that many of our readers will join us in our felicitations.—EDITOR.

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### The Full-Crew Law in Pennsylvania

The railroad and employing classes in Pennsylvania did their utmost to have the Full Crew law repealed in the last session of the State Legislature, and failing in that they did succeed in having a measure passed suspending the law during the continuance of the war, and for one month thereafter.

Governor Brumbaugh vetoed this bill, which naturally pleased the men affected by it, and in consequence the secretary of the O. R. C. Legislative Board of Pennsylvania, J. A. Fisher, sent the following to the Governor, Martin G. Brumbaugh: "In behalf of the railroad men of this state I desire to extend to you their hearty appreciation for your action in regard to the suspension of the Full Crew law during the period of the war, and for one month thereafter. There can be no doubt that your action will result in a benefit to the train employees, railroad companies and the general public, and I trust that in the near future even those that differ with you in opinion at this time will come to realize the benefits that will be derived from the action you have taken in the matter, and that they will ultimately commend you upon your wisdom in vetoing the bill."

#### Not the Oldest

The *Union*, of Indianapolis, Ind., established in 1888, says it is "the oldest labor paper in the United States." With all due respects to our esteemed contemporary, the *JOURNAL* respectfully submits that it is only one of a number of labor papers that were alive and flourishing when the *Union* made its first appearance. — *Coast Seamen's Journal*.

The B. of L. E. *JOURNAL* was established in November, 1866, and has never suspended publication. EDITOR.

#### Joint Union Meeting at Cleveland, Ohio

On July 29th, a Joint Union Meeting of the four train service Brotherhoods was held in the B. of L. E. Auditorium at Cleveland, Ohio. There was a liberal attendance of members from each Order, including several Grand Officers.

The meeting was arranged for the purpose of affording interchange of thought and expression on matters of immediate concern to those present as well as to all others concerned, and to discuss ways and means to guard against the pitfalls in the future.

The meeting was divided into two sessions, afternoon and evening. The

afternoon session was devoted wholly to business; the evening session chiefly to entertainment. The attendance at the latter was largely composed of wives and sweethearts of Brotherhood men, and all enjoyed the fine program arranged for their instruction and entertainment.

Bro. J. B. DeSilvey was chairman of the afternoon meeting, which was opened with prayer at 2 p. m. by that veteran of veterans, Bro. C. J. Pinkney, chaplain of Div. 3, Collinwood, Ohio.

Addresses were made by Grand Chief Stone, Mr. T. R. Dodge, President of the B. R. T., Mr. John F. McNamee, editor of the B. of L. E. & E. Magazine, and others.

In his interesting address Brother Stone covered the whole field where the interests of labor lie, from the big influences which oppose its progress in high places through their efforts to shape adverse legislation, down to the lesser though no less significant efforts as indicated by the employment of negroes and women in railroad work recently, under the false pretense of being forced to do so by a scarcity of labor incident to the war. He also referred to the pledges the railroads had made some time ago whereby they guaranteed to preserve the senior rights of any of their men who would be taken for military service by the Government, pledges which, however, they have since repudiated; but one trunk line road having adhered to its former public declarations in this respect.

The Grand Chief's remarks were listened to attentively as he drew the scenes of labor's activities for his audience in a way that brought them to realize that the burdens of organized labor are heavier than ever before, and threaten to be heavier still in the near future. He told of a conference between the leaders of the four train service Brotherhoods with a committee of general managers at which meeting the railroad representatives were given to understand, in no mistakable language, what the propositions of the train service Brotherhoods were on the question of the employment of negroes in locomotive or train service. He also called attention to the importance of each organization living up to its con-

tracts with the railroads, laying especial stress on the fact that unless contracts were strictly lived up to they were not worth the making, and that repeated violations of them would only hasten the day when the railroads would decline to treat with any organization that would not respect its contracts, and he assured all present that the success of the B. of L. E. was in a large measure due to its rigid observance of the conditions of its agreements with the railroads.

Brother Stone deplored the attitude of the employing classes in taking advantage of the present unsettled condition of the country to employ women, not to fill the places of the men conscripted for military service, but places vacant for the reason that the pay offered for the work was not as much as the workman could get elsewhere; not what could be called a living wage for an American workman. In connection with this question he said it was not only unfair as a business proposition, but would, if tolerated, create a condition that was bound to demoralize the homes of the American workman, and would be a blight on nineteenth century civilization, the far-reaching effect of which no man could foretell.

Mr. T. R. Dodge, President of the B. R. T., and Mr. John McNamee, of the B. L. F. & E., discussed from the point of view of their respective organizations what the probable effect would be of the steps being taken by the railroads in the matter of employing negro labor for engine and train work if it was not immediately checked by the force of organization, and while they conceded that the interests of those they represented were not directly concerned by the employment of women at such labor as wheeling cinders, working in ash pits, etc., work suited only to men, they regarded it as an entering wedge, and freely echoed the sentiments of our Grand Chief in deploring the action of the railroads in employing women for such railroad work, under any pretense.

#### EVENING SESSION

Bro. W. B. Prenter, First Grand Engineer of the B. of L. E., was chairman of the evening session, and after the meet-

ing was opened with prayer by the Rev. C. M. Porter, Brother Prenter discoursed on the benefits derived from such social gatherings, saying he hoped that this one would go a long way towards the forming of many agreeable friendships between the members and wives of members of the various organizations represented, and in that way promote a spirit of mutual good will that is highly essential to the success of each and all in labor's broad field of endeavor.

Brother Prenter then introduced the Hon. Harry L. Davis, Mayor of Cleveland, who, after extending a hearty welcome to the visitors to the city, touched on the subject of patriotism and the influences operating within our social and industrial life which tend to enliven that spirit in the men of this generation, and referred to the fact that much of the work toward that end rested in the hands of organized labor, particularly those branches represented in train work.

Congressman H. I. Emerson delivered a stirring speech, in which he severely criticised the attitude of our lawmakers at Washington who are dodging their responsibilities in the matter of enacting remedial legislation for the relief of the people in these trying days when the public is not only burdened with the worries and tax of the world war, but are being robbed by the food speculators as well. He referred also to the debt our alien population owes to this country, stating that it should be made to help fight our battles in defense of the principles for which we are now contending on the battlefields of Europe.

Next on the program was a vocal solo artistically rendered by Mrs. Elsie Linehan Smith, daughter of Bro. Wm. C. Linehan of Div. 167. Mrs. Smith responded to an encore with another song which was equally well received.

Mrs. J. H. Moore, President of the Ladies' Auxiliary to the O. R. C., spoke instructively and entertainingly on the part woman has taken in the general progress of organized labor as well as of her influence and activities in the big world problem now confronting the nation.

Judge W. S. Day followed with an



address on organization and its influence on our social and industrial life. He said that it tended to promote a condition whereby, though we might be divided into different factions, political and otherwise, we could the more easily be made to unite in one grand cooperative organized movement under the one banner of Americanism when occasion required, as it did at present, on account of the world war. He said that organization gave us opportunity to learn through our leaders the true facts of current events concerning labor's welfare as well as the welfare of the nation that now was appealing to our loyalty.

Mrs. M. E. Cassell, Editress of the Women's Department of the B. of L. E. JOURNAL, spoke interestingly on loyalty, calling upon all members of the different Brotherhoods to be loyal to their organizations and to each other, as well as to themselves, assuring all that the matter of being loyal to our country would naturally follow. The speaker also made a stirring appeal for Woman Suffrage, the right to which she said was a just one, from the very fact of woman's influence in the American home, which was a power behind the throne that should be reckoned with and encouraged in a measure fitting its importance in the progress of all human affairs.

Mrs. Clara Bradley, President of the Auxiliary to the B. of R. T., followed with a pleasing address in a different line of thought from those who had preceded her, reminding us of the generally accepted belief that woman was to blame for man's fall from grace in the Garden of Eden, in punishment for which it was the divine decree that man must ever after earn his bread by the sweat of his brow. The speaker took the not illogical position that the effect of that decree has resulted in ennobling mankind, by compelling us to employ the talents nature endowed us with. Were it not for that fact, she said, we could not speak through a telephone in New York to a person in San Francisco, as we may today, nor could we enjoy, as at present, many other of the conveniences and comforts that have been the result of years of thought and labor of the minds of men

and of women, who by the spur of necessity were made to employ their God-given talent for their own betterment and that of all mankind.

Grand Chief Stone drew a word picture of the general situation confronting the workers, both men and women, of the present day, and carried his hearers far into the future, where they might see, as he clearly saw, the results that must naturally follow if organized labor did not maintain its vigilance throughout the crisis through which it is now passing.

He called attention to the great good the eight-hour day would prove, even to those who were unappreciative of its benefits at the present time, also to the high cost of every commodity needed to supply the wants of mankind, and assured his hearers it would be the duty of labor to help correct the wrong.

The last speaker on the program was Rev. H. D. Southard and it warmed the hearts of his hearers when he told us how heartily and with what enthusiasm he had supported us in and out of his pulpit, and not without some sacrifice, in the struggle for the eight-hour day.

Men of Rev. Southard's type can do much to bring about a better understanding between the church and organized labor.

The organist, Mr. R. Slavin, played several beautiful selections on the big auditorium organ at intervals during the evening, closing the session with the national hymn, America, which was sung by the whole audience.

Both meetings afforded opportunity for the exchange of greetings between the members of the Orders represented and the forming of acquaintanceships that will, as Brother Prenter said, go a long way no doubt to advance the professed purposes of the four train service Brotherhoods, as outlined by the different speakers at this Joint Union Meeting.

### Links

BRO. JAMES A. CULP, member of Div. 815, has been appointed a member of the State Industrial Board of Illinois, by Governor Lowden.

This is a high compliment to Brother

Culp, evidently coming from demonstrated ability while serving as Chairman of the B. of L. E. Legislative Board of Illinois. He has been an earnest worker for the cause of labor in directing the affairs of the board, and Governor Lowden makes no mistake in his selection as the best man for such duties is the one most familiar with industrial needs.

The JOURNAL wishes the largest measure of success to Brother Culp in his new field of labor. — EDITOR.

DIVISION 419 held its annual Memorial Services Sunday, June 10th, and had a very good attendance of its own members, also some visitors from 269 and Manila Div. and from Jamaica Div. 272, G. I. A. to the B. of L. E. The program was very impressive and interesting. Solos were rendered by Mr. and Mrs. David Beswick and such good singing has not been heard in our Division room in a long time, and Mr. and Mrs. Beswick will never know just how much we appreciated their efforts to entertain, for which a unanimous vote of thanks was extended them. Our engineer, motorman, Chaplain, Rev. Bro. F. A. C. Stone delivered as fine an address as we have ever heard. Div. 419 is very fortunate in having Brother Stone as a member, as he fits in perfectly on occasions of this kind.

SEC.-TREAS. DIV. 419.

THE Fifth Sunday Meeting of the B. of L. E. of the Pennsylvania Lines East of Pittsburgh and Erie was held in the Trainmen's Home, Altoona, Pa., on Sunday, July 29, 1917. It was a very successful meeting in every respect, excepting that the attendance was not as large as usual, owing to the heavy traffic movements of both passenger and freight over our lines just now, but the enthusiasm manifested by those present, representing divisions in five different states, made up for the small attendance.

Remarks by General Chairman Wm. Parks of Sunbury, Pa., and District Organizer Wm. Graham of Washington, D. C., and many others, made the meeting one of great interest and mutual good for those who attended, and was of benefit

to the Brotherhood in general, as well.

After transacting a lot of business, Harrisburg was chosen as the place for holding the next Fifth Sunday Meeting on Sept. 30, 1917.

Yours fraternally,

E. A. MCCONNELL, Div. 287,

Sec. Union Meeting.

ON SUNDAY, July 29, instead of holding the regular Fifth Sunday Union Meeting in Chicago, the engineers and their families made a visit to the Home for the Aged and Disabled Railway Employees at Highland Park, Ill.

The ladies came with well filled baskets and Mrs. O'Keefe, matron of the Home, furnished plenty of coffee and a barrel of lemonade, free, and the way it all disappeared was proof of its quality.

After lunch the crowd was invited to inspect the Home and we found everything just as it should be. The Brothers all seemed pleased to meet us, and to receive a good handshake and a word of cheer.

After the inspection of the Home, all were invited to the chapel and a short program was arranged by Brother Newell, of Div. 580, consisting of music and singing.

At 2:30 Brother Baumer invited all to be seated in the grove and introduced Bro. John O'Keefe, manager of the Home, who gave us a hearty welcome, and invited us to come again, and to come unexpected, and see things as they are, at all times. He told us the needs of the Home, and what should be done for the future success of it.

Mr. Scott, of the Red Cross, was the next speaker. He gave a fine talk and appealed to all to join the Red Cross and help in its good work.

Sister Shepherd and Sister Stoff conducted the races for the children, and gave a nice prize to the winners, and some of the youngsters had some speed.

Brother Dunlap, of Div. 519, recited a poem, "The House by the Side of the Road," and another, "My Flag." Brother Dunlap is not in active service as a locomotive engineer, but is in the next thing to it, the automobile business,

After the speaking we all joined in

singing, "My Country 'Tis of Thee," and the "Star Spangled Banner."

I will take the blame if any Brothers failed to get passes through any misunderstanding, as the notice in the JOURNAL was not as clear as it should have been, but the notice sent out to the Divisions to be posted at the roundhouses was clear, and all would have received passes if instructions were followed. We desire to thank the officials of the C. & N. W. Ry., as they did everything that could be done to make our visit a success. I would like to make this suggestion: When you are on your vacation, send a postal card to some Brother at the Home to cheer him.

Now Brothers, our next meeting will be held in Chicago, at the usual place, Room 412, Masonic Temple, Randolph and State streets, Sunday afternoon, Sept. 30, 2 p. m. sharp, and as a Grand Officer could not be present with us at the Home as promised, on account of the trainmen's strike, we hope we will not have to disappoint you Sunday, Sept. 30.

We should not lose interest of thinking there is nothing to do since we have won our eight-hour day. Go to your next meeting and ask the secretary-treasurer to read the July monthly report and hear what your Grand Officers have to say on that subject.

Our convention is drawing near, and the Fifth Sunday meeting is a fine place to tell and discuss the needs of the next convention. Brothers, it is wrong to send your delegate to the convention without any instructions, and criticise him when he returns.

Hoping to see many new faces at our next meeting, I remain,

Yours fraternally,

FRANK WARNE,

Sec. Chicago Fifth Sunday Union Meeting.

#### SPECIAL NOTICES

**SEC. 85.** It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of Bro. R. L. Wilson, of Div. 690, will confer a favor by corresponding with his wife, Mrs. R. L. Wilson, Rich-

wood, W. Va. Brother Wilson is about 43 years of age, of dark complexion, with dark mustache, and has four gold teeth, two above and two below. He weighs about 160 pounds. The last place he was known to be was Columbia, Miss.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Albany, N. Y., July 19, Bro. Arthur H. Brown, member of Div. 2.

Kankakee, Ill., June 4, paralysis, Bro. C. I. Reed, member of Div. 10.

Fort Wayne, Ind., July 31, liver complaint, Bro. J. F. Archer, member of Div. 12.

Buffalo, N. Y., July 2, endocarditis, Bro. Louis C. Litz, member of Div. 15.

Buffalo, N. Y., July 9, heart failure, Bro. M. J. McGrath, member of Div. 18.

Aurora, Ill., July 17, Bright's disease, Bro. R. P. Keys, member of Div. 32.

Clifton Forge, Va., Aug. 3, diabetes, Bro. B. R. Moneymaker, member of Div. 38.

East St. Louis, Ill., July 17, senility and hardening of arteries, Bro. M. C. Burrell, member of Div. 49.

Jersey City, N. J., July 15, shock following operation, Bro. Wm. D. Barnes, member of Div. 53.

Port Jervis, N. Y., July 21, lymphatic leucocythemia, Bro. F. R. Hunt, member of Div. 54.

Salem, Mass., July 16, Bright's disease, Bro. Frank Hanson, member of Div. 61.

Milwaukee, Wisc., Aug. 5, head-end collision, Bro. John Baumgartner, member of Div. 68.

Horicon, Wisc., July 12, heart disease, Bro. John W. Pluck, member of Div. 66.

W. Haven, Conn., Aug. 8, heart failure, Bro. Edwin D. Payne, member of Div. 77.

Elmwood Place, O., April 6, Hotchkiss disease, Bro. C. P. Cully, member of Div. 95.

Baltimore, Md., Aug. 3, killed in wreck, Bro. Geo. H. Seep, member of Div. 97.

Lincoln, Nebr., July 30, operation for appendicitis, Bro. J. G. Cook, member of Div. 98.

Clarksburg, Mass., July 28, Bright's disease, Bro. S. M. Brooks, member of Div. 112.

Lima, O., Aug. 10, complication of diseases, Bro. Pat Donovan, member of Div. 120.

Houston, Texas, July 28, killed, Bro. F. G. Riggs, member of Div. 139.

N. Madison, Ind., July 31, uremic poisoning, Bro. N. W. Vawter, member of Div. 154.

Bayonne, N. J., Aug. 3, heat prostration, Bro. Chas. Callaghan, member of Div. 157.

San Francisco, Cal., July 23, burns, Bro. D. McIntyre, member of Div. 161.

Louisville, Ky., Aug. 4, Bro. O. K. Oakley, member of Div. 165.

Morristown, N. J., Aug. 4, complications, Bro. James Scripture, member of Div. 171.

Corry, Pa., July 19, blood poisoning, Bro. Chas. F. Brigham, member of Div. 173.

Toledo, O., July 20, carcinoma of stomach, Bro. F. C. Fisher, member of Div. 184.

Denver, Colo., July 20, paralysis, Bro. Wm. H. McCarty, member of Div. 186.

Fort Worth, Texas, July 30, gallstones, Bro. O. J. Kincaid, member of Div. 187.

Hartford, Conn., Aug. 2, asthma and heat prostration, Bro. L. S. Evans, member of Div. 206.

Plattsburg, N. Y., July 31, struck by piece of railing, Bro. A. N. Stafford, member of Div. 217.

Marshall, Texas, July 19, organic heart trouble, Bro. D. O. Beach, member of Div. 219.

Watertown, N. Y., Aug. 4, acute dilatation of heart, Bro. Edward Jones, member of Div. 227.

Mason City, Iowa, Aug. 2, hit by train, Bro. Gus F. Schmitz, member of Div. 229.

Dallas, Texas, Aug. 8, cancer, Bro. M. Donohue, member of Div. 242.

Vineland, N. J., July 7, Bright's disease, Bro. C. D. Hamlin, member of Div. 260.

Uhrichsville, O., July 16, killed, Bro. Isaac P. Davis, member of Div. 266.

Flint, Mich., July 3, Bro. A. Walsh, member of Div. 277.

Vicars Switch, Va., June 20, heart failure, Bro. H. W. Linkons, member of Div. 301.

Forrest, Ill., July 23, typhoid fever, Bro. D. E. Sage, member of Div. 302.

Saginaw, Mich., Aug. 7, Bright's disease, Bro. S. L. Moffit, member of Div. 304.

Chapleau, Ont., July 29, pulmonary tuberculosis, Bro. E. Parent, member of Div. 319.

Raleigh, N. C., July 18, killed in auto accident, Bro. H. K. Harris, member of Div. 339.

Raleigh, N. C., July 18, killed in auto accident, Bro. E. B. Elam, member of Div. 339.

Toledo, O., Aug. 12, dropsy and heart failure, Bro. I. A. Aldrich, member of Div. 360.

St. Paul, Minn., Aug. 5, apoplexy, Bro. D. Kurley, member of Div. 369.

Trenton, N. J., July 16, myocarditis and nephritis, Bro. Chas. E. Large, member of Div. 377.

Chicago, Ill., June 12, hemorrhage of brain, Bro. John L. Bronson, member of Div. 394.

San Bernardino, Cal., Aug. 3, engine turned over, Bro. Guy Doty, member of Div. 398.

Danville, Ill., July 10, typhoid fever, Bro. Harley Purk, member of Div. 400.

Milwaukee, Wis., Aug. 4, heat prostration, Bro. E. M. LeValley, member of Div. 406.

Mankato, Minn., July 31, tuberculosis, Bro. E. R. Enfield, member of Div. 420.

St. Louis, Mo., July 16, Bright's disease, Bro. J. M. Sinnott, member of Div. 428.

Fort Worth, Texas, July 25, Bro. H. A. Clark, member of Div. 501.

Ironwood, Mich., July 28, collision, Bro. V. B. Wells, member of Div. 536.

Greenburg, Ind., July 29, collision, Bro. G. A. Steckleman, member of Div. 546.

Proctor, Minn., July 15, killed, Bro. James R. Martin, member of Div. 559.

Schreiber, Ont., Can., June 23, killed in war, Bro. Sidney Marple, member of Div. 562.

Long Branch, N. J., July 31, burned, Bro. Wm. Miles, member of Div. 608.

McCook, Nebr., April 8, accident, Bro. P. Gassaway, member of Div. 623.

Virginia, Minn., Aug. 3, killed, Bro. Louis Eckland, member of Div. 677.

Abrams, Wisc., July 7, pulmonary tuberculosis, Bro. John L. Kohne, member of Div. 683.

Cottar, Ark., Aug. 8, engine turned over, Bro. J. E. King, member of Div. 701.

Binghamton, N. Y., July 18, paralysis, Bro. John H. Fennell, member of Div. 709.

Decatur, Ill., Aug. 3, engine turned over, Bro. John Rodema, member of Div. 720.

Hutchinson, Kan., July 10, nephritis, Bro. Wm. Barkhurst, member of Div. 740.

Cleveland, O., July 24, typhoid fever, Bro. Howard R. Schwartz, member of Div. 745.

Greensboro, N. C., July 14, heart trouble, Bro. J. M. Kirkland, member of Div. 759.

Seattle, Wash., June 23, appendicitis, Bro. V. J. McGrath, member of Div. 796.

Blue Island, Ill., July 17, killed in wreck, Bro. S. Slater, member of Div. 816.

Poughkeepsie, N. Y., July 12, killed, Bro. Jas. B. Husted, member of Div. 844.

Cleveland, O., June 21, old age, Bro. G. D. Folsom, member of Div. 31.

Brother Folsom has been a member of the B. of L. E. since Nov. 17, 1865. He was engineer on the ill-fated train which went down with the Ashtabula bridge on the night of December 23, 1876, when about one hundred passengers including the noted song writer and evangelist P. P. Bliss and wife were killed by the fall or burned to death, as the train was entirely consumed leaving nothing but the iron of the train and bridge structures. The train known as the Pacific Express on the L. S. & M. S. Railway was very late, in consequence of an unusual snow storm and intense cold, and two engines were used.

The bridge, about three hundred yards from the station, was an iron structure single span of 159 feet, seventy feet above the water. As the two engines with the eleven cars reached the west end of the bridge, the head engine just off the bridge, the crash came. The second engine in charge of Brother Folsom broke the coupling from the head engine and toppled over into the abyss below landing on its back on top of the express and following car. Brother Folsom received a broken leg and other injuries more or less permanent. How he could go down seventy feet with his engine and live to tell the story was a mystery then as it is now.

After his recovery he was given the position of car tracer, a position common to all roads before they made a charge for the use of foreign cars when not returned to the owning road. He was retired some years since his workdays ended. His good wife still living has been chaplain of the G. I. A. Div. 65 for many years.—EDITOR.

Wichita, Kana., heart diseases, Mary E. Spencer, wife of Bro. C. H. Spencer, and mother of Bros. Mert Stewart and H. D. Stewart, all members of Div. 364.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 7—H. A. Conver, from Div. 11.  
 31—J. B. Bent, from Div. 838.  
 32—B. F. Mudgett, from Div. 766.  
 81—E. S. Parry, from Div. 159.  
 128—P. Murphy, from Div. 689.  
 177—W. J. Vallery, from Div. 566.  
 186—G. B. Davis, from Div. 432.  
 283—T. L. Randall, from Div. 158.  
     C. S. Wilson, from Div. 23.  
 298—A. C. Gehr, from Div. 260.  
 369—J. A. Turner, from Div. 861.  
 392—Frank J. Kettler, from Div. 8.  
 394—F. W. Thompson, from Div. 615.  
 473—H. B. Withers, from Div. 823.  
 507—A. L. Mallory, from Div. 270.  
 510—Robert Donaldson, W. Carlyle, from Div. 798.  
 538—James Delano, from Div. 336.  
 553—J. E. Dehn, from Div. 500.  
 558—Donald Campbell, from Div. 133.  
 565—M. W. Sherbondy, Geo. E. Brockway, from Div. 260.  
 606—J. C. Burris, from Div. 724.  
 609—Wm. Lambert, from Div. 539.  
 657—D. J. Murray, from Div. 821.  
     C. Haggitt, J. Blake, W. A. Mead, E. Faint, from Div. 579.  
 660—A. W. Kraft, E. S. West, Geo. Johnson, from Div. 766.  
 687—J. F. Barrett, from Div. 549.  
 715—A. Hurst, from Div. 749.  
 728—Nathan Warring, from Div. 290.  
 748—F. W. Templeton, from Div. 251.  
 790—Walter Jackson, from Div. 234.  
 794—E. S. Stewart, from Div. 810.  
     R. M. Conley, from Div. 773.  
 817—P. J. Hurly, from Div. 737.  
     H. B. Chase, from Div. 631.  
     Andrew Gilmore, from Div. 583.  
 823—W. E. Ellis, from Div. 829.  
 835—C. U. Sheets, from Div. 736.  
 863—F. L. Edgar, from Div. 451.  
 865—G. S. Vaughn, from Div. 818.  
     John McLaren, W. Skeppen, S. B. Powers, from Div. 583.  
 865—Geo. F. Ames, from Div. 186.

### WITHDRAWALS

#### From Division—

- 160—J. J. Neiman.  
 200—Wm. Wagner.  
 408—F. F. Parsons.

#### From Division—

- 439—F. A. Hussey.  
 704—F. J. Hurst.

### REINSTATEMENTS

#### Into Division—

- 23—W. L. Walters,  
     J. S. Presley.  
 34—Lawrence D. Rogers.  
 49—Theo. Lindberg.  
 95—Wm. R. Lawrence,  
     Chas. Achey.  
 97—H. J. Wheaton.  
 205—A. B. Carley.  
 225—L. J. Morningweig.  
 233—B. F. Smith.  
 234—Alex. Patton,  
     Wm. M. Whelan.

#### Into Division—

- 290—Wm. H. Welsh.  
 314—C. W. Mason,  
     W. H. Fountain.  
 361—Alexander Hill.  
 368—J. M. Sittin.  
 390—W. A. Dickson.  
 423—J. W. Miller.  
 477—G. H. Hardman.  
 491—Carl P. Truelsen,  
     A. M. Roberts.  
 502—L. V. Lucas.

#### From Division—

- 539—C. L. Kitchen.  
 546—Chas. F. Glazier.  
 613—J. Mossell.  
 640—J. M. Hershiser.

#### From Division—

- 706—W. N. Dyka.  
 719—W. J. Lynch.  
 755—L. H. Ober.  
 778—W. T. Lynch.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 1—Fred Huxter.  
 7—Jos. R. Hurst.  
 16—J. M. Plank,  
     F. L. Haislet.  
 23—H. Archer.  
     W. H. Watkins.  
 29—M. J. Gordon.  
 32—H. W. Young.  
 38—C. P. Stone,  
     M. H. Kraft.  
 40—Thos. Evans.  
 61—A. M. Rowe.  
 66—E. E. Hewitt.  
 67—W. Prieur.  
 73—John Lewis.  
 77—J. Barth,  
     G. T. Hay.  
 81—E. E. Bowersox.  
 102—C. Evanson.  
 113—M. Spangler.  
 116—S. Tyrrell.  
 143—J. S. Overman,  
     J. W. Overman.  
 161—C. G. Elder.  
 176—J. Cluderay,  
     C. W. Lamberton,  
     Jos. Brieske.  
 180—W. H. Mase.  
 196—C. E. Hagan.  
 200—Geo. H. Israel.  
 212—M. J. Doyle,  
     J. W. Nunn.  
 221—Geo. Brown, Sr.,  
     Frank Rielery.  
 251—M. Lolmaugh.  
 256—T. D. Boone.  
 269—Chas. Clows.  
 283—R. B. Marden.  
 293—Wm. Overlander,  
     B. B. King,  
     J. J. Nestleroad.  
 294—Paul F. Born,  
     J. J. Kehoe,  
     Paul H. Leiss,  
     Wilber McCormick,  
     Phillip Serrurier,  
     Chas. Rosenbach.  
 336—J. E. Murdock.  
 348—T. G. Annable.  
 362—J. H. Martin.

#### From Division—

- 368—Geo. M. Martin.  
 376—Percy Peters,  
     Robert Hess.  
 378—J. E. Ward.  
 380—Archie Ennis.  
 383—H. S. Holcomb.  
 388—Chas. Garclan.  
 390—T. L. Howe.  
 395—John Allen.  
 396—J. C. Holloway.  
 398—E. H. Todd.  
 418—Elias Negus.  
 422—Henry Yantis.  
 427—Wm. Gardner.  
 429—W. E. Robinson,  
     R. E. Hall.  
 430—Wm. Corbett.  
 436—H. D. Jackson.  
 437—J. A. Hunt.  
 439—M. R. Richardson.  
 445—W. B. Parton.  
 451—J. E. Clark.  
 463—H. H. Wilder.  
 497—Louis Faber.  
 499—F. W. Plank.  
 507—D. G. Dunaphant.  
 540—M. A. Thomas.  
 544—Fred Mathews.  
 603—Martin Noonan.  
 616—B. F. Kelley.  
 640—L. D. Shure.  
 660—P. F. Davis.  
 665—B. A. Willis.  
 671—F. M. Roberts.  
 690—R. L. Wilson.  
 692—F. S. Moore.  
 698—A. H. Waddell.  
 700—J. N. Ferguson.  
 703—W. J. Crawford.  
 720—Edgar Priest.  
 747—Wm. Newall.  
 755—W. E. McDaniel.  
 765—N. C. Randall.  
 771—J. A. Collins,  
     J. L. Sutton.  
 786—R. G. Argo.  
 793—John Baker.  
 797—A. Globensky.  
 815—R. B. Briggs.  
 864—Geo. McKee.

#### FOR OTHER CAUSES

#### From Division—

- 25—Wm. B. Stoddart, forfeiting insurance.  
 36—Emmet L. Little, forfeiting insurance.  
 55—S. E. Canady, forfeiting insurance.  
 171—Warren Nyman, forfeiting insurance.  
 177—M. C. Reed, unbecoming conduct.  
 243—J. J. Cook, forfeiting insurance.  
 269—F. S. DeMott, forfeiting insurance.  
 276—J. A. Smith, Robert F. Boland, forfeiting insurance.  
 319—W. N. Cryderman, J. H. Hall, forfeiting insurance.  
 340—M. J. Thigpen, violation Sec. 52, Statutes.  
 405—C. E. Porter, John P. Jones, H. E. Ward, violation Sec. 92, Statutes.  
 408—G. E. Fox, forfeiting insurance.  
 421—F. A. Hoolihan, W. G. Meinwaiser, forfeiting insurance.  
 457—C. A. Newman, non-attendance.  
 743—R. E. Viar, forfeiting insurance.  
 752—I. Dillabaugh, forfeiting insurance.  
 799—H. S. Hancock, forfeiting insurance.  
 823—J. A. Donovan, violation Sec. 62, Statutes.  
 848—E. N. Johnson, not corresponding with Division.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 330-334

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Sept. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
241	A. D. Gaudin.....	53	748	June 11, 1906	June 13, 1917	Right eye removed..	\$3000	Self.
242	G. T. Polmateer....	59	58	Feb. 3, 1889	May 13, 1916	Blind right eye.....	3000	Self.
243	A. A. Campbell.....	46	161	Apr. 5, 1907	June 29, 1917	Cardiac dilatation....	3000	Frances Campbell, w
244	S. G. Linkous.....	37	339	Dec. 17, 1905	June 30, 1917	Killed.....	3000	Flossie M. Linkous, w
245	Wm. Barkhurst.....	59	740	Sept. 15, 1907	July 10, 1917	Nephritis.....	1500	Amy L. Barkhurst, w
246	John Krohn.....	62	478	July 2, 1896	July 11, 1917	Paralysis.....	3000	Anna Krohn, w.
247	J. M. Kirkland.....	47	759	Jan. 17, 1902	July 14, 1917	Heart disease.....	1500	Mary R. Kirkland, w
248	H. H. Finley.....	55	480	Nov. 25, 1906	July 6, 1917	Acute dilata'n heart.	3000	Della L. Finley, w.
249	John Kinnucan.....	65	1	Sept. 6, 1898	June 30, 1916	Blind right eye.....	3000	Self.
250	D. O. Beach.....	42	219	Apr. 1, 1915	June 19, 1917	Organic heart disease	1500	Angela W. Beach, w
251	Frank S. Padgett....	51	19	Dec. 8, 1915	June 30, 1917	Neuritis.....	1500	Dollie H. Padgett, w.
252	C. G. Williamson....	38	448	Sept. 20, 1905	Jan. 16, 1916	Blind left eye.....	4500	Self.
253	W. F. Edwards.....	54	209	Mar. 2, 1903	July 15, 1917	Killed.....	3000	Mary Edwards, w.
254	P. Difendorfer.....	57	350	Nov. 1, 1887	July 6, 1917	Killed.....	1500	Mamie Difendorfer, w
255	Jos. P. Cramer.....	39	269	May 21, 1907	July 10, 1917	Carcinoma of blad'r	1500	Mary M. Cramer, w.
256	John Senior.....	58	312	May 10, 1891	May 15, 1916	Blind right eye.....	1500	Self.
257	W. H. Willis.....	68	556	Nov. 25, 1885	July 8, 1917	Paralysis.....	3000	W. W. Willis, son.
258	M. J. McCarthy.....	37	269	May 22, 1912	July 1, 1917	Cirrhosis of liver....	1500	Esther McCarthy, w.
259	Wm. D. Barnes.....	45	53	Feb. 27, 1907	July 15, 1917	Gastro enteritis.....	1500	Ida C. Barnes, w.
260	F. R. Hunt.....	42	54	Feb. 27, 1916	July 21, 1917	Lymphatic leucocy'is	3000	Risetta Hunt, w.
261	R. P. Kyes.....	61	32	Apr. 14, 1904	July 17, 1917	Complication dise'ses	1500	Sarah Kyes, w.
262	C. F. Brigham.....	69	173	Mar. 3, 1884	July 18, 1917	Blood poison.....	3000	Electa P. Brigham, w
263	S. Woolridge.....	35	207	Mar. 16, 1910	July 23, 1917	Paralysis.....	1500	Doris P. Woolridge, w
264	I. P. Davis.....	50	255	Jan. 12, 1902	July 15, 1917	Killed.....	3000	Mary Brunner, s.
265	J. M. Sinnott.....	50	428	Dec. 6, 1900	July 15, 1917	Chronic nephritis....	1500	Lillie M. Sinnott, w.
266	W. H. McCarty.....	45	186	July 26, 1902	July 20, 1917	Locomotor ataxia....	1500	Anna McCarty, w.
267	H. F. Boss.....	35	628	Feb. 25, 1906	June 23, 1917	Killed.....	4500	Wife and son.
268	H. R. Schwartz.....	36	745	Sept. 6, 1914	July 24, 1917	Typhoid fever.....	1500	Gertrude Schwartz, w
269	R. H. Lanham.....	55	123	Feb. 10, 1890	July 22, 1917	Consumption.....	1500	Victoria Lanham, w
270	Frank Hanson.....	64	61	Oct. 9, 1892	July 16, 1917	Diabetes.....	1500	Margaret Hanson, w
271	H. A. Clark.....	56	501	Jan. 27, 1900	July 25, 1917	Apoplexy.....	4500	Imogene Clark, w.
272	P. B. Moore.....	52	368	Nov. 5, 1905	June 20, 1916	Blind right eye.....	1500	Self.
273	John M. Orr.....	57	432	May 17, 1893	Dec. 2, 1915	Blind right eye.....	4500	Self.
274	J. B. Blacknall.....	40	539	Feb. 6, 1910	July 15, 1917	Apoplexy.....	1500	Opal Blacknall, w.
275	C. E. Large.....	70	373	Oct. 17, 1889	July 16, 1917	Myocarditis&nephri's	3000	Lizzie S. Large, w.
276	V. B. Wells.....	49	536	May 19, 1903	July 26, 1917	Killed.....	3000	Edith L. Wells, w.
277	D. A. Gaddy.....	56	727	May 17, 1903	July 27, 1917	Heart disease.....	1500	Emma L. Gaddy, w.
278	Harley Purk.....	40	400	Nov. 17, 1912	July 10, 1917	Typhoid fever.....	1500	Jessie Purk, w.
279	Jas. F. Osburn.....	46	82	July 16, 1916	July 22, 1917	Hemor'ge cav'ns sin's	1500	Alma Osburn, w.
280	J. H. Fennell.....	55	709	Nov. 23, 1891	July 18, 1917	Uremia.....	3000	Anna Fennell, w.
281	M. C. Burrell.....	91	49	Feb. 2, 1887	July 4, 1917	Arterio sclerosis....	1500	Daughters.
282	David E. Sage.....	60	302	Dec. 6, 1898	July 23, 1917	Typhoid fever.....	1500	Louisa J. Sage, w.
283	B. R. Moneymaker....	53	38	Apr. 21, 1902	Aug. 3, 1917	Nephritis.....	1500	Cor'a Moneymaker, w
284	Chas. Wilson.....	29	322	June 15, 1914	Apr. 23, 1917	Killed in war.....	1500	Thos. Wilson, f.
285	E. L. Holmes.....	31	765	Oct. 21, 1908	June 8, 1917	Bright's disease.....	1500	Bertha Holmes, w.
286	J. F. Archer.....	54	12	Sept. 7, 1910	July 31, 1917	Gall stones.....	1500	Mabel G. Archer, w.
287	Gus. F. Schmitz.....	51	229	Apr. 4, 1900	Aug. 2, 1917	Killed.....	3000	Mary B. Schmitz, w.
288	John Rodems.....	57	155	Oct. 10, 1909	Aug. 3, 1917	Killed.....	1500	Ida Rodems, w.
289	Thos. D. Crane.....	47	459	May 28, 1911	Aug. 6, 1917	Apoplexy.....	3000	Jennie M. Crane, w.
290	Loran Davis.....	66	403	June 3, 1890	July 31, 1917	Heat prostration....	1500	Susie Davis, w.
291	Chas. Callaghan....	43	157	Jan. 20, 1906	Aug. 3, 1917	Heat prostration....	1500	Kate Callaghan, w.
292	Thos. E. Carney.....	49	42	Apr. 17, 1901	June 21, 1916	Blind left eye.....	1500	Self.
293	J. W. Word.....	55	401	Sept. 9, 1893	Aug. 3, 1917	General debility.....	3000	Wife and children.
294	R. E. Newell.....	51	209	Mar. 5, 1910	July 30, 1917	Myocarditis.....	1500	Dora C. Newell, w.
295	S. M. Brooks.....	52	112	Apr. 12, 1903	July 28, 1917	Bright's disease.....	1500	Mary S. Brooks, w.
296	J. Baumgartner.....	54	66	Nov. 1, 1882	Aug. 5, 1917	Killed.....	3000	An'a Baumgartner, w

No. of Asst.	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
297	G. A. Steckleman	48	546	May 25, 1913	July 29, 1917	Killed	\$1500	Elis' th Steckleman, w
298	M. J. McGrath	72	18	May 23, 1886	July 9, 1917	Myocarditis	3000	Ellen McGrath, w.
299	C. E. Dehaven	45	781	Oct. 29, 1906	July 1, 1917	Killed	3000	Mary J. Dehaven, w.
300	Edw. Jones	49	227	Aug. 12, 1900	Aug. 4, 1917	Acute dilatation h't	750	Anna Jones, w.
301	E. M. LeValley	48	406	Jan. 27, 1901	Aug. 4, 1917	Heat prostration	1500	Nellie LeValley, w.
302	A. H. Brown	68	2	Dec. 23, 1892	July 19, 1917	Cerebral hemorrhage	4500	Children.
303	O. J. Kincaid	43	187	Oct. 2, 1914	July 30, 1917	Exhaust'n from op'n	1500	Beulah Kincaid, w.
304	J. H. Mulder	52	326	Nov. 3, 1902	July 30, 1917	Chr'ic infec'n rt thigh	3000	Lulu Mulder, w.
305	N. W. Vawter	85	154	Nov. 1, 1881	July 31, 1917	Chr'ic intest'l neph'is	3000	Will C. Vawter, Ex.
306	Wm. Miles	64	608	Oct. 3, 1890	July 31, 1917	Killed	1500	Ellie A. Miles, w.
307	E. R. Enfield	48	240	Nov. 24, 1907	July 31, 1917	Pulmon'ry tuberc'sis	3000	Julia K. Enfield, w.
308	M. J. Cahill, Jr.	32	53	May 24, 1914	Aug. 3, 1917	Right leg amputated	1500	Self.
309	E. Parent	40	319	May 3, 1913	July 28, 1917	Pulmon'ry tuberc'sis	3000	Ursule Parent, w.
310	Thos. A. Dickson	68	667	Mar. 13, 1894	Apr. 17, 1917	Acute dilata'n of h't	1500	Dor'thy Peacock, g.d
311	F. G. Riggs	32	139	Apr. 20, 1914	July 28, 1917	Killed	3000	Wm. P. Riggs, f.
312	O. K. Oakley	55	165	Feb. 3, 1895	Aug. 4, 1917	Septic infection	3000	Sophia E. Oakley, w.
313	A. N. Stafford	66	217	Aug. 14, 1890	July 31, 1917	Killed	3000	Eliza D. Stafford, w.
314	Ambrose Walsh	63	277	Sept. 5, 1891	July 3, 1917	Cardiac dilatation	1500	Ellen M. Walsh, s.
315	John S. Kohne	40	683	Jan. 12, 1908	July 7, 1917	Pulmon'ry tuberc'sis	1500	Emma Kohne, m.
316	Guy Doty	45	398	Sept. 23, 1904	Aug. 3, 1917	Killed	1500	Emma Doty, m.
317	B. H. Brooks	54	622	July 6, 1900	July 16, 1917	Myocarditis	1500	Anna J. Brooks, w.
318	Fred C. Fisher	48	184	June 20, 1904	July 20, 1917	Carcinoma of stoma'h	1500	Regina Fisher, m.
319	Sherman Slater	52	815	June 27, 1900	July 17, 1917	Killed	3000	Della Slater, d.
320	Wm. H. Garess	48	194	Jan. 18, 1907	Sept. 8, 1914	Blind left eye.	1500	Self.
321	Percy W. Crawley	31	469	Dec. 29, 1907	Apr. 22, 1915	Killed in war	4500	Sister and brother.
322	Joe E. Knight	50	338	Apr. 23, 1911	July 27, 1916	Blind left eye.	1500	Self.
323	Jas. R. Martin	54	559	Oct. 23, 1904	July 15, 1917	Killed	1500	Jean Martin, w.
324	Daniel McIntyre	61	161	May 29, 1891	July 23, 1917	Killed	1500	Annie McIntyre, w.
325	Jay G. Cook	33	98	July 20, 1913	July 30, 1917	Appendicitis	3000	Emma Hanthorn, m.
326	T. A. Albright	54	219	June 3, 1891	Aug. 2, 1917	Killed	4500	Annie Albright, w.
327	Dennis Kurlay	63	369	June 22, 1902	Aug. 5, 1917	Apoplexy	1500	Children.
328	Harry V. Flum	39	651	Apr. 3, 1912	Aug. 5, 1917	Paralysis	1500	Margaret M. Flum, w
329	Joe Brudon	68	387	Apr. 25, 1894	Aug. 5, 1917	Killed	4500	Wife, bro. & sisters.
330	S. L. Moffitt	58	304	Sept. 20, 1908	Aug. 7, 1917	Bright's disease	1500	Hattie Moffitt, w.
331	R. A. Blake	50	53	Sept. 26, 1910	Aug. 8, 1917	Suicide	3000	Cath'rine A. Blake, w
332	L. Stahley	31	333	Sept. 22, 1912	Aug. 8, 1917	Pericarditis	1500	Annie Stahley, m.
333	Jas. E. King	42	701	Jan. 24, 1907	Aug. 9, 1917	Killed	1500	Katherine King, w.
334	I. A. Aldrich	72	960	July 15, 1883	Aug. 12, 1917	Organic heart disease	3000	Sons.
*79	H. E. Marshall	36	443	Jan. 1, 1908	May 28, 1914	Blind	3000	Self.

Total number of disability claims 11 / 94  
Total number of death claims 83 /

Total amount of claims, \$215,250.00

\*This claim levied for January 1, 1914, for \$1,500. Carried insurance to the amount of \$4,500, but there was some question as to whether or not he was entitled to more than \$1,500. Finally suit was filed and judgment rendered against the Association for the full amount, hence our reason for including the balance at this time.

## Financial Statement

CLEVELAND, O., Aug. 1, 1917.

### MORTUARY FUND FOR JULY

Balance on hand July 1, 1917		\$212,806 13
Received by assessments Nos. 77-81 and back assessments	\$199,961 52	
Received from members carried by the Association	1,030 45	
Interest	608 37	
	\$201,575 34	\$301,575 34
Total		\$415,961 47
Paid in claims		198,360 02
Balance on hand July 31		\$217,601 45

### SPECIAL MORTUARY FUND FOR JULY

Balance on hand July 1		\$354,938 64
Received in July	\$22,789 76	
Interest	10,823 33	
	\$33,613 09	\$388,551 73
Total		\$388,551 73
Paid for Liberty Bonds	\$ 22,500 00	
Paid for Depository Bonds	250 00	
	\$ 22,750 00	\$365,801 73
Balance on hand July 31		\$365,801 73

EXPENSE FUND FOR JULY

Balance on hand July 1.....		\$108,680 86
Received from fees.....	\$ 343 49	
Received from 2 per cent.....	4,550 55	
	\$ 4,894 04	4,894 04
Total.....		\$108,474 90
Expenses for July.....		4,711 60
Balance on hand July 31.....		\$108,763 30

Statement of Membership

FOR JULY, 1917

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership June 30, 1917.....	1,477	43,601	121	19,909	5	4,541
Applications and reinstatements received during the month.....	..	314	..	89	..	19
Totals.....	1,477	43,915	121	19,998	5	4,560
From which deduct policies terminated by death, accident, or otherwise.....	3	124	..	41	..	8
Total membership July 31, 1917.....	1,474	43,791	121	19,957	5	4,552
Grand total.....						69,900

WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Monclova, Coah., Mexico, amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,528.43.

Mrs. J. A. Tanner, niece of our late Bro. H. M. Robinson, of Div. 750, Lethbridge, Alta., Canada, amount due \$1,500.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

**The B. of L. E. Journal.**

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Box or Street and No.....

Postoffice..... State.....

**OLD ADDRESS.**

Postoffice..... State.....

☒ Be Sure and Give Old Address and Division Number.

If holding office in Division give title.



# **"The President's Congratulations on our 8 Hour Day"**

**THE WHITE HOUSE  
WASHINGTON**

**SHADOW LAWN,  
October 17, 1916**

**My dear Sirs:**

May I not express to you my interest in the action you have taken in the eight-hour day and the admiration I feel for men who act at once with such public spirit and such genuine business wisdom? I could not deny myself the pleasure of sending you this line of deep appreciation.

**Cordially and sincerely, yours,**



**Messrs. Endicott & Johnson,**

## **Endicott, Johnson & Co.**

**Makers of Leather  
and Leather Shoes**

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**N. Y.**

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# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

OCTOBER, 1917

No. 10

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Golden, Fumed Oak or Mahogany finish. Frame 23 in. high; 30 in. wide; 27½ in. deep (outside measurements). Seat 20½ x 20½ in. inside. Back 21½ x 27 in. inside. Length reclining 44 in.; with foot rest extended, 56 in. Upholstered in durable imitation Spanish brown leather; 8 springs in back, 6 springs in seat. Press button on right arm and back automatically adjusts itself.

State whether Golden or Fumed Oak or Mahogany finish is desired.

Shipped direct from our Chicago Warehouse.

Made in Golden or Fumed Oak or Mahogany finish. Oak chair has genuine quarter - sawed oak arms, front posts and front rail.

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Order by No. 84MA5. Price \$15.65. Send \$1.00 now. Balance in monthly payments of \$1.75 each.

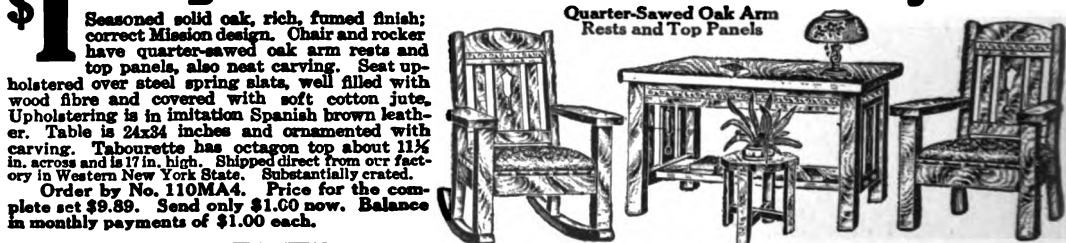
## \$ Brings This Bed Outfit \$



Complete Outfit—Full size bed, spring, mattress, two pillows. Bed has heavy 11-16 in. continuous posts. Seven ¾ in. upright grouped slats. Head end is 64 in. and foot end 34 in. from floor. Choice of White or Gold Bronze (Vernis Martin) finish. Spring has fabric top fitted on heavy angle iron frame and is supported at ends by resilient steel helical coil springs. Mattress good grade sanitary cotton top well filled with wood fibre. Covered with neat striped ticking. Weight, burisped, about 50 lbs. Pillows filled with specially blended selected feathers and measure full 18x26 inches. Covered with durable stripe ticking. Shipped from our Chicago Warehouse.

Order by No. 153MA10. Price for complete Outfit \$14.75. Send only \$1.00 now. Balance in monthly payments of \$1.50 each.

## \$ Brings This 4-Piece Mission Library Suite



Seasoned solid oak, rich, fumed finish; correct Mission design. Chair and rocker have quarter-sawed oak arm rests and top panels, also neat carving. Seat upholstered over steel spring slats, well filled with wood fibre and covered with soft cotton jute. Upholstering is in imitation Spanish brown leather. Table is 24x34 inches and ornamented with carving. Tabourette has octagon top about 12½ in. across and is 17 in. high. Shipped direct from our factory in Western New York State. Substantially crated.

Order by No. 110MA4. Price for the complete set \$9.89. Send only \$1.00 now. Balance in monthly payments of \$1.00 each.

Quarter-Sawed Oak Arm Rests and Top Panels

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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

OCTOBER, 1917

Number 10

## The Big Crop of Corn

[From the *Syracuse Herald*.]

Oh, th' peaches is a failure  
An' the grapes is lookin' slim,  
An' th' prospect for p'taters  
Is mighty dull an' dim.  
Th' punkins ain't all likely  
An' th' squashes are agree,  
An' th' turnips soft an' mealy,  
But th' corn crop—

Hully Gee!

Th' apples is all gnarly,  
Th' orchard is a shame!  
Whar are th' golden pippins  
Thet gave this country fame?  
Th' northern spies all languish  
An' th' greenings slope th' tree,  
An' th' russets are like cordwood  
But th' corn crop—

Hully Gee!

They's a thousan' million bushels,  
They's a billion o' fat ears,  
Th' biggest crop o' corn, sir,  
We seen in twenty years,  
Frum north, east, south an' west, sir,  
Y' hear th' farmers' glee,  
They kick about p'taters,  
But th' corn crop—

Hully Gee!

## Became Her True Hero

BY AGNES G. BROGAN

Down the hill, singing all the way,  
went Rhoda. Long had she dreamed of  
springtime in the country, and now she  
was here—here where the first wild  
flowers peeped through the green, where  
the hillside brook tumbled lazily.

Halfway down, at the rustic bridge  
Rhoda paused to look out across the sea.

Blue it stretched as far as she could see.  
She caught its fresh breath on her face  
and laughed for pure joyous freedom.  
Out there the boats seemed suspended  
between sky and sea. Rhoda's laughter  
turned to sighing as she spied in the  
distance shapes majestic and sinister.  
Some of these great boats, she had heard,  
were to bear away the new recruits for  
the navy, for over this land of spring and  
sunshine loomed the dark cloud of war.

Rhoda turned from the sea to look  
down the nestling hillside. She took out  
her bit of knitting as she stood to catch  
a stitch or two. She had promised the  
Red Cross society at home to send her  
work to them there. For weeks she and  
her friends had been making the soft,  
white bandages, fearing the while, yet  
underneath their fear still hoping that  
peace might be proclaimed.

Suddenly, as she gazed downward,  
Rhoda's eyes, blue as the sea itself,  
widened wonderingly. There in the sun-  
light, stretched upon the ground, lay a  
man's blue-clad figure. Huddled up as  
he was, his bared head cradled on one  
arm, she could discern the costume of a  
navy officer or soldier. "Recruiting, per-  
haps," Rhoda decided. Then slowly and  
as though painfully the man moved to a  
sitting posture, while the girl gave a cry  
of horror, for his other arm was band-  
aged to the shoulder and the bandage  
deeply stained with crimson.

At her startled cry the soldier glanced  
upward, then hastily, and, as though in

compunction for frightening her, he drew across the red stained bandage a cloak lying beside him on the ground. Even from that distance Rhoda could see that the man was ghastly pale. His act of unselfish chivalry touched her deeply. How or where in this time of quiet preparation he could have received that bleeding wound she did not know, but her duty was plain—she must hasten at once to his assistance.

She was glad as she hurried along, of her few lessons in first aid at the society, but actual need made such a difference. She was dizzy with fear of faintness at the sight of blood. She looked down fearfully at the knitted sponge in her hand. "Of what use if not now?" The soldier raised inquiring eyes to hers, and Rhoda caught her breath in embarrassment. Never had she seen such eyes of pathos, large and dark like those of a pleading spaniel. She fancied he was suffering.

"I saw your wound," Rhoda began abruptly, "before you thoughtfully covered it. And if there is anything I can do to make you comfortable I'd be glad. I've had a few lessons in first aid to the injured."

A smile gathered in the depth of the dark eyes. "That's good of you," the man answered, the smile extending whimsically to his lips. "And all the time," he added, "you are wondering how I came to be shot."

"I am more anxious to know now," Rhoda replied, "how I may be of assistance. You are suffering."

The soldier motioned to a mound of pine needles at his side. "The thing is bandaged up, all right," he cheerfully answered her, "and I haven't a pain in the world, but if you would stay with me here just a little while"—

Rhoda studied his face. It was still chalky white. Then she seated herself beside him on the pine needle cushion. This man was a soldier at heart, she thought admiringly, making light of his suffering condition and shielding its unpleasantness from others.

"You should not be here alone in the hot sun," she said severely and bent, adjusting her own parasol to shade him.

"I come to rest every morning," he told her, "trying to get up energy for the next stunt." He laughed shortly.

Rhoda's pretty brows wrinkled perplexedly. "But I don't understand," she said. "Are you drilling, maneuvering? And how did you come to be injured?"

The man answered briefly, his eyes bent downward. "Explosion," he said.

"An explosion of arms?" she asked him.

He nodded. "At practice," he said. The girl clasped her hands about her knees and looked again off over the blue waters.

"Then you know," she said, "just what it is going to mean to face fire, just what you are prepared to do for your country's sake over and over again. I admire a soldier. I admire a brave man." She broke off to laugh tremulously. "Excuse me," said Rhoda; "that was a burst of patriotism." She turned to him. "Are you feeling more sure of yourself? Shall I go?"

The man put out his sound hand, protesting. "Please, not yet," he said. "Then you admire feats of daring? I could tell you some." And he did.

In breathless interest Rhoda listened, while the morning hours slipped all unheeded into a golden noon. There were tales of adventure, the miraculous scaling of high, forbidding cliffs, leaps of recklessness into dark and foaming waters. This wounded man, with his spiritually beautiful face, had accomplished these feats, and more, and when the distant great steel clad ships should sail away into the very mouth of danger he would go, smiling as bravely as he smiled at her now through his pain. Rhoda arose and impulsively held out her hand.

"I do not like to leave you so alone," she said, troubled.

Up the hill came swingingly another seaman's figure. "That's all right," her hero hastily told her. "Barney's coming after me now." But the spaniel look was in his eyes again. "Might I keep the parasol for this afternoon's shade, and, if it is isn't asking too much, could you stop for it here tomorrow?"

"Why of course I'll stop," said Rhoda.

Up the hill she went thoughtfully. There were glowing spots of pink in her cheeks, brought forth by this young man's tales of brave achievement. There was soft mistiness in the blue eyes, in pity for his patient suffering. And as Rhoda looked for the last time that night at the stars she was still thinking of the cheery, patient young man and of the great ships waiting out there some place in the darkness.

And the man, when she had left him, stretched himself flat upon the ground and, throwing two strong arms above his head, smiled into the rose colored shade of the little silken parasol.

"Time's up," called Barney, approaching. "Come out and get busy." Then as his eyes fell upon the parasol the "navvy" whistled. "What the devil?" he said.

"Never you mind what," the young man replied as he scrambled to his feet. "Just you keep away from here when you see anything like a parasol on the landscape. Understand?"

"I do," his friend agreed pleasantly.

Rhoda came the next morning, hesitatingly. Several times she had been tempted to break her promise and remain away, but each time the decision was made some invisible, compelling power seemed forcing her on. Now she stood in strange trepidation, looking downward to the nook beside the pine needles. Yes, already there, gleaming in the sunlight, was the rose colored parasol. She drew out her knitting, counting stitches as she came. The young man wore a white navy cap over his wavy hair today, and he raised his head to smile at her.

"Don't ask how I am," he greeted her. "Never felt so well in my life."

Rhoda regarded the browned, handsome face. "You look better," she conceded. "And the arm?"

The man shifted uneasily. "Oh, the arm's all right," he said.

"Then," suggested the girl, "I'll take my umbrella and go."

His eyes were beseeching again. "If you'd let me keep it for a few days," he begged, "just while I'm out here. It's such a comfort, and there isn't one to be found in camp. There were some snapshots, too, that I wanted to show

you, taken in the very places I told you about yesterday." He waited diffidently. Then his frank laugh rang out.

"Oh, stay a little while," he said. "It's such a great morning."

Again, against her own judgment and will, the invisible power ruled. Rhoda seated herself on the pine needle cushion and put forth her hand for the pictures.

So that morning became but one of many mornings when the two would linger together, smiling into each other's eyes, dreaming contentedly through the silences which followed, while the breath of sea and hillside seemed filled with the sweet enchantment that was slowly enfolding them both. Each night Rhoda idealized him as she looked at the stars. His name she knew and his home city—John Radcliff of Boston. But it was of his brave chosen plan of life that she dreamed and of her country's ships in the distance. And he?

John Radcliff looked up at the stars, too, but his was a troubled gaze, for he had learned of Rhoda more than her mere name and home city, and he knew now that if he were to win the girl's love it could not be through deceit. So she found him with a whiteness of face that had this morning a convincing appearance of suffering.

It was the first time she had seen him in citizen's clothes, and he seemed in some unaccountable way like a stranger.

"Rhoda," he began sharply, "I have something to tell you."

"I know what it is," she murmured softly. "I read in the paper last night the soldiers, the boats, are leaving tomorrow. You will have to go."

The man spoke deliberately. "No," he said, "I will not have to go. I am not—a soldier. It was all a miserable lie, something I allowed you to believe because I wished to keep on seeing you." He turned on her fiercely. "Look here, Rhoda," he cried, "I've had to see you! That day, the first day when your eyes looked down on me in pity, you were to me the sweetest thing in all God's world. I had to know you, to hold you near me, some way. The pretended wound for the time answered the purpose; then in my happiness I let things drift. Dear, look

at me closely. Think. Haven't you seen this face of mine in magazines, in papers?" He laughed shortly. "And I was proud of that fact, proud of being 'Jack Clifton, star actor of the movies.' We, the company, are out here rehearsing the new war play called 'Tomorrow.' That explains my wound, whose painted bandage I at first tried to hide from you. The adventures were real, though, Rhoda. I've scaled the cliffs, leaped into the stormy waters, but never have I walked the deck of a man-of-war or, in truth, served my country. That's all. But"—his voice broke in passion—"I love you, Rhoda! Oh, I love you!"

Slowly the girl turned from him. "It is not necessary," she said quietly, "to enact for me the part of lover—soldier if you would, but not lover—please."

She left him then, not pausing in her upward path, but when the girl reached her own little room she threw herself across the bed, weeping as she had never wept before. That love could come so swiftly, enthralling one in its power, was strange. But that love should come cloaked in deceit—that was bitter. Even in her grief her lip curled scornfully.

"A God to be worshiped" she had made of this prated actor of the soulful eyes. What idealism she had woven around his talks of bravery on land and sea! How she had admired his suffering silence! How loath to talk of his service—no wonder! Rhoda arose stormily to receive a note the maid thrust in at the door.

"Will you," it said, without greeting or signature—"will you give me at least the satisfaction of knowing that your love might have been won by the man you believed your lover to be?"

Tensely, with closed eyes, the girl considered. The man she did love—it was his deceit alone which held them apart. Quickly she wrote upon the note one word—"Yes"—and sent it on its way.

It was strange that with the shattering of the dream its memory still had power to pain. Rhoda, wakeful, lay upon her moonlit pillow. Far out the ships were waiting with the men who were to defend her country. Just what would it mean to love a man like that and then to let him go?

At her breakfast plate was the morning city paper, telling of the departing ships and new recruits. Beside the paper was folded a note. Rhoda frowned in quick pain at the newly familiar writing.

"I am going away this morning," she read, "to be the man you believed me to be. May I come to say goodbye?"

Down the hillside, all breathless, she ran to meet him, and there, after one rapturous look into her tear stained, radiant face, her soldier clasped her in his hungry arms. It was hard to say farewell, for the arms would but unclasp to cling again. And at last, when he looked back at her standing on the little rustic bridge, he cupped his hands to call, "I am coming back to you!" "Soon," cried Rhoda—"soon!" And when she could see him no more the girl still sat gazing out over the sea, and in her eyes were the light of dreams and the joy of years to come.

### Blocking the Right of Way

BY ALICE LOUISE LEE

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Claudia Ten Eyck was driving along the boulevard alone, her fluffy little head full of ideas of economy, which she was endeavoring to exercise for the benefit of Tennyson Benham, pedestrian, swinging rapidly down the bicycle path ahead of her.

"Oh, Tenny," she called softly, drawing the mare up under the trees which separated the path from the highway, "I was just wishing"—Her voice did not finish the remark, but an engaging display of dimples did as she patted the seat beside her.

"It would be lovely," returned Tennyson morosely, "if it were my trap or my horse."

Claudia added a laugh to the dimples as the morose one climbed into the trap. "It will all come some day," she continued, laughing gayly.

"It's no laughing matter, Claudia," groaned Tennyson. "Here I am possessed of a law education which is rusting for lack of use, a few debts, fewer dollars and no prospects"—

"Tenny!" reproachfully.

"Only the doleful prospect of having to wait eternally for the dearest, sweetest, daintiest"—

Claudia blushed and hastened to interrupt. "I think the law is tiresome. Papa sits in his library all day, and I don't see why he should insist on your working."

Again Tennyson groaned at her viewpoint. The pater Ten Eyck, being confined to the house with the gout, did sit in his library all day, but he sat between a telephone and a stenographer, with a clerk in the background and a messenger boy or two at his command.

Soon the trap left the boulevard and plunged down the steep Mount Hope road into a narrow valley. At the foot of the mountain the highway broke up into a number of rude tracks traversing the valley. Into one of these Claudia turned the mare.

They rounded the corner and came on a little cabin surrounded by pigs, chickens and children. A man with a gun stepped from the doorway and motioned them to stop.

"You git back thar," came the determined command. "I'll have you understand that this 'ere is private property, and there ain't goin' to be no trespassin' while I can handle a gun."

"How much do you charge for trespass?" inquired Tennyson gravely.

"I charge more'n you've been willin' to pay so far."

"So far," echoed Tennyson.

"Ain't you the Consolidated Suburban Rapid Transit Company?" demanded the man suspiciously.

"My good sir," ejaculated Tennyson, "I am not consolidated nor even united—yet."

Claudia's dimples began to play, and she looked hard down the valley.

The man came nearer and rested one foot on the hub of a front wheel. "Say!" he broke out suddenly. "Mister, look 'ee here. That blamed agent says he can take my land whether or no. He says he can come right through my pigpen over there, and I can't stop him. Can he?"

"My first client," murmured Tennyson in Claudia's ear. Then he turned to the man. "I'm afraid that agent is telling

the truth," he began. Suddenly he paused and looked around. "What part of your land do they want to run the track through?"

The man dropped his gun and pointed. "He says they'll come right through Morrison's dugout yander and down this side of the valley where the grade is easy and smack through my pigpen—plague take their hide!"

Tennyson interrupted. "How much land do you own here?"

The man jerked his thumb over his shoulder, "Jest that narrer strip acrost there between them wires."

Tennyson's eyes roved round the narrow farm meditatively. "Why not sell your entire farm? As it is, the road will cut it up badly."

The man pushed his hat back and scratched his head. "Guess I know that. But who'd want to buy the hull thing except such another blame fool as I was when I bought?"

There was a suppressed excitement in Tennyson's manner which aroused Claudia's curiosity. He took the reins from her hands and turned the mare about carefully. "I'll be back here in three hours or less to talk business to you," he said briefly.

"How mean of the law to go through a man's pigpen!" cried Claudia. "Can it go anywhere?"

Tennyson gave a preoccupied laugh. "Yes, under the laws of this state all kinds of property—with one exception—can be condemned."

"Condemned," puzzled Claudia. "What does that mean?"

Tennyson explained, watching with delight the wise little wrinkle that appeared between the blue eyes and knowing that twenty-four hours would efface all recollection of the rights of eminent domain.

But for once he was mistaken. The responsibilities of life were weighing heavily on Claudia, and certain resolutions to understand more of economy and of law were becoming fixed. She had forgotten to ask Tennyson what one kind of property was exempt from condemnation, but there was her father.

"Now, papa, I want to know something," she began that evening.



"I never got to the table yet but what you bothered me with your fool questions," grumbled Peter Ten Eyck.

Claudia, oblivious of the acidity in his tone, prefaced her question with "Papa, what kind of property can't the law go through?"

"The devil!" ejaculated Peter. "What are you talking about?"

She proceeded to elucidate. "Now just suppose a transit company or something wanted to go through a man's pigpen"—Peter stared hard. "Well, you know they can. But there's one kind of land they can't. What is it?"

"You're enough to turn a lawyer's hair white," said her father after a pause. "Probably you mean a cemetery." Then he gave her a shrewd look and said nothing more until they had finished dinner, when he asked abruptly, "Whom were you driving with this morning?"

Claudia raised her brows inquiringly. Tapping her cheek thoughtfully with a forefinger, she responded unblushingly: "Let me see. Was his hair black or brown?"

"Oh, yes!" with an effort of the memory. "Then it was Ten—Mr. Benham."

"So I suspected—that nefarious little popinjay of a lawyer without any practice who is trying to marry money"—

"No, he isn't, papa," responded Claudia serenely, "for he refuses to marry me—that is, right away!"

That very evening Tennyson called. He was in high spirits. "Behold me!" he said, with a mock heroic bow. "At last I am on the high road to fame and fortune. I am a real estate owner."

"Really, Tenny," excitedly. "Enough to build our house on?"

Tennyson threw his head back and broke into a peal of boyish laughter. "There's a house on it already and a pigpen too. I own the land formerly owned by the man with the gun."

Claudia's eyes grew large and round. "You've bought that horrid, desolate looking place! What for?"

"Don't tell me, dear, that you wouldn't like to live there!"

"Tenny!" she expostulated, but Tennyson evaded all further questions about his purchase. "Wait until I've struck it

rich on my real estate, dear, and I'll tell you all about it."

With that he supposed his fiancée was content, but she was not. After his departure she repaired promptly to the source of wisdom.

"Papa, what is there down in the Mount Hope valley to bring money? Just supposing you had bought the land of that man with the pigpen down there, what should you expect to get out of it?"

The clerk and stenographer exchanged glances. Peter's brows contracted as he snorted, "The knowledge that I was a fool probably." And Claudia, sadder, but no wiser, retired.

Perhaps much learning with no outlet for it was making Tennyson insane, she reflected, and her theory was strengthened on the next occasion of their meeting, which was on Lackawanna avenue.

Tennyson's face was aglow with excitement. His spirits, so often as zero, were near the boiling point. He was ready to discuss their future, the probabilities of bearding Ten Eyck soon in his library and of the renting of a suitable home. So far Claudia's theory was discredited. But presently they passed a basement laundry out of which a Hungarian shuffled, making signs to Tennyson.

"Will you walk on slowly, Claudia? I won't be here but a moment," said the latter hurriedly, and Claudia did as he requested.

In a moment he had rejoined her, his face beaming. "At last I've secured one," he exclaimed.

"What?" asked Claudia curiously.

"A corpse!" was the astounding response, at which Claudia stopped short and gasped, too amazed for speech.

A spice of mischief crept into Tennyson's voice and shone in his eyes as he continued: "And it came dirt cheap too. I've got \$5 left to conduct the funeral. Oh, I tell you, Claudia, I'll make it yet!"

"Make what?" breathed Claudia in a horrified whisper.

"That's a secret, a dead secret," was the prompt rejoinder.

"I can keep a secret."

"Of course you can, dear." Then un- gallantly, "But so can I."

And he thought he was keeping it. So

also thought Claudia and was deeply grieved over it.

A note from Tennyson the next day, however, alleviated her grief, but aroused her curiosity. "Dearest," it ran, "I know I ought not to give you an inkling of the truth and not tell it all, but when it can be told you will understand why I must keep my secret."

Claudia had never read a note of his where anticipation so bubbled over between the lines. Therefore she was unprepared for his appearance when several days later he walked into the music room. His face was tragic—with real tragedy this time. He did not even kiss her. Instead he folded his arms and began with a little catch in his voice: "Claudia, I've come to give you your freedom. I'm a penniless wreck."

"Tenny!" cried Claudia. The tears filled her big blue eyes. She stood before him and touched his arm wistfully, but it did not draw her closer. "I don't want it—my freedom, I mean! I won't take it. Whatever has happened?"

Tennyson looked away. "A good thing has just slipped through my fingers—unexpectedly slipped through. Now, so long as there's no further need for secrecy I'll explain"—

But he didn't, being interrupted by a call from the library. Peter Ten Eyck wished to see both Benham and his daughter at once.

They found him beside his table, his gouty foot on a cushion.

"Good day, sir," he said briskly, shaking Benham's hand cordially.

Claudia, regarding her father's pleasantries apprehensively, sat down on a sofa facing him. Peter motioned Tennyson to a place beside her.

"I've called you in here," Ten Eyck then began, "to ask a favor of you. But, as a preface, I'll relate a bit of your personal history which has come to my ears."

"Personal business history, Mr. Benham," he amended dryly.

But at the next sentence Tennyson's back straightened with a sudden jerk.

"Mr. Benham, you are the young man who combined wit enough and law enough to buy up a strip of land in Mount Hope valley lying across the prospective route

of the Consolidated Suburban Rapid Transit company."

Tennyson gasped.

"Then you proceeded, warily, as you thought, to get a Hungarian to bury his brother on your land. At the same time you applied for a charter incorporating the Mount Hope Cemetery company."

"How did you find out, and why did you find out?" interposed Tennyson.

Then Ten Eyck almost smiled. "As to the 'how,' you'll never know. As to the 'why,' it was very much to my interest to know, since I am—well, to all intents and purposes, as will soon be known, the Consolidated Suburban Rapid Transit company."

Tennyson's mouth opened, but no sound came.

"If I hadn't found out just as I did, young man, and stopped your game I suppose you'd have bled the Transit company a round number of thousands for the privilege of going through your cemetery, eh?"

Tennyson moistened his lips. "That was my intention."

"Now," began Peter, rubbing his forehead violently, "so much for the past. The favor I want to ask of you is this: Will you accept the position as counsel to the Consolidated?"

A light broke over Tennyson's face. "Will I?" he exclaimed. "I should be most happy to serve you, sir," he finished perfunctorily.

Peter rubbed his forehead again. His voice was sly. "I didn't know," he began, "but that you had a return favor to ask me," and he glanced meaningly at Claudia.

"Papa!" cried Claudia, pink to the tips of her little ears. She threw her arms about his neck, impulsively kissed his bald head and fled.

"Better not run chances of losing in that game, young man," she heard her father say dryly, and a moment later Tennyson joined her in the music room.

### On Second Thought

BY ARTHUR C. SAUNDERS

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Mrs. Seaton was a demure little old lady, whose greatest worry in life was

"the gentleman in the third floor rear." He had been in the house three weeks, and as yet the good woman had caught no glimpse of the color of his coin. To be sure, he was a clean cut, handsome fellow, with a winning way and a genial twinkle in his eye, "but then," as Mrs. Seaton told herself, "looks and manners don't buy bread."

When the postman left a letter addressed to "Robert Chestwick, Jr., Esq.," the first that gentleman had received since his arrival, the good lady seized the opportunity to press her claims. Chestwick had just returned from a late breakfast, consisting mainly of a newspaper and a perusal of the menu card.

Mrs. Seaton entered in response to his "Come in" and, laying the letter on the bureau—the room contained no table—proceeded to business.

"If you don't mind, Mr. Chestwick, and it's convenient, my guests"—Mrs. Seaton always spoke of her lodgers as guests—"my guests pay every"—

"My dear lady," interrupted the guest solemnly, "if a house and lot cost 10 cents I wouldn't have the price of a door-knob. I cultivate the higher things in life, not the sordid trifles. I despise the riches that moth and rust are said to corrupt. I had some of them, but I threw them away," he added sentimentally.

"You threw them away!" echoed Mrs. Seaton blankly. She gave him one dismayed glance and left the room.

"Poor little woman!" murmured Chestwick as the door closed. "It will take her a week to puzzle that out." And he proceeded to open the envelope. It contained an invitation to the wedding of Richard McDiarmid to Miss Caroline Cristy of New York.

"Poor old Mac!" soliloquized Chestwick. "Going to get married! Why, it is only three short years since we formed the Brawling Bachelors' club at college. Well, I suppose Mac can afford it. He doesn't owe the fiddler as large a bill as I, and, besides, he has not incurred the parental displeasure."

The thought recalled Chestwick's present straits—without a position, without money, without friends from whom he could ask assistance.

"My friends have the cash all right, if I could only get at it," he ruefully told himself. "The trouble is I have got at it too often. If only I had all the presents that lucky dog Mac will get! The thought almost tempts me to become a benedict. What a pity a man cannot marry without taking a wife! By Jove, though, it might be done!" And he fell to planning a brideless wedding.

Now, if Chestwick was opposed to marriage he was by no means averse to pretty girls, and during his stay at Mrs. Seaton's he had not let slip the opportunity of becoming acquainted with his landlady's winsome daughter. He had become more than acquainted with her. He had regaled her with stories of college pranks and daredevil escapades until she had come to regard him as an unsung hero, while Chestwick found the sparkling, mirthful, sympathetic girl a charming companion.

That evening Chestwick took Miss Seaton for a walk.

"Miss Marion," he began "I am thinking of getting married."

"Married!"

"Well—er—I don't mean to take a wife; get married without a wife, you know."

"Get married without a wife! I should say I do not know. For heaven's sake, tell me what you mean!"

And Chestwick told her.

"You see, the difficulty is that the presents must come in the name of the girl. And," he continued, with an amused glance at the trim figure by his side, "the only girl I know within a thousand miles is Miss Marion Seaton."

The girl looked at him swiftly and flushed scarlet. Then she laughed low and merrily.

"Are you game?" he asked. "I know it is a lot to ask, but I need the money."

The girl gazed at him compassionately.

"Poor boy!" she said. "You must be in bad straits."

And so it was settled. The invitations were to bear the address of the little office where Miss Seaton assisted her impoverished mother by conducting a small business.

Within a week 300 letters were speed-

ing eastward from the little California town, among them a letter to Robert Chestwick, Sr., which read in part:

Dear Father—I know you will be glad to learn that I am about to follow your advice and settle down in life. Miss Seaton is poor, but of good family and in every way such a person as you will consider an addition to the family.

All of which was true, save for the minor detail that Robert junior had no intention of marrying the estimable Miss Seaton.

In time the presents began to arrive. The rush was preceded by an enthusiastic letter from Robert senior, containing a check with three figures and the offer of a junior partnership in a paying business should his son desire to return east.

Each day Chestwick visited Miss Seaton's office, where the pair enjoyed their secret hugely.

"It is the most impudent thing I ever heard of," the girl would announce between bursts of laughter.

After carefully removing the addresses, Chestwick, laden with packages, would return to his now first floor front, for as funds went up Chestwick came down. The spacious room soon resembled a jeweler's shop. Bric-a-brac, china, cut glass, silver and even gold sparkled from every corner, like the treasures in a pirate's cave.

By the third day the amazement of good Mrs. Seaton knew no bounds. To think that this youth, who a short time ago had been without the price of his room rent; this philosophical young man, who despised the treasures that moth and rust do corrupt, who had even thrown them away, should be the recipient of such wealth as this! Here was an enigma indeed! At length the worthy woman could restrain her curiosity no longer. On a pretext she visited Chestwick's room, where she found him examining a wardrobe fresh from the tailor's. Mrs. Seaton glanced around and blinked her feeble eyes in the gleam and glitter of so much precious metal.

"You have a lot of silverware," she ventured. "Or perhaps it is not yours?" "Oh, yes. It is mine," Chestwick assured her. "They are presents."

"Presents!" echoed Mrs. Seaton. "Presents! And from whom, pray?"

"From my friends. It—it is my birthday."

"Your birthday!" gasped the landlady. "Your friends must be very fond of you."

"They are," said Chestwick. "I am quite touched at their generosity. But," he added to himself, "I mean my friends are touched."

Mrs. Seaton left the room more bewildered than ever. His birthday, indeed! What young man, she would like to know, would receive teaspoons and saltcellars as birthday presents? There was something suspicious here. Could it be— Ah! She had it. Robert Chestwick was a burglar! A criminal, probably escaped from some eastern penitentiary! He said he came from the east. She would call the police at once! She wouldn't have the jail bird in her house another hour—not she! On second thought, though, she would wait for Marion. Marion must be consulted.

So Mrs. Seaton placed her valuables under lock and key and in fear and trepidation awaited her daughter's return.

Meantime Robert Chestwick, ensconced in a generous morris chair (the gift of Aunt Lucy), was pursuing a new line of thought, suggested by Mrs. Seaton's questions.

"I'm dished this time and no mistake," he told himself. "In the east I am a married man. Ergo, being minus a wife, I am exiled. What an ass I am! I don't want to spend my days wandering up and down those parts of the world in which I am not known. Of course my wife might die. By Jove! That's it! She shall die! Mrs. Robert Chestwick, Jr.," he announced solemnly to an imaginary listener, "you are doomed to an untimely end. I am sorry, my dear, very sorry, but it is quite impossible that you should live any longer."

He hastened out into the street and returned shortly, carrying a square box under his arm. After carefully closing his door he undid the fastening, removed the wrapping and, raising the lid, drew forth some deep bordered mourning paper. He seated himself at a handsome black walnut desk (the gift of Uncle Peter), took up a pearl handled pen (the gift of Susie Thompson, from whom he had

stolen a kiss that June day under the chestnut tree), dipped it in a cut glass ink well (the gift of Cousin Bessie) and commenced his doleful task.

Dear Father—My telegram will have made you aware of the terrible misfortune that has overtaken me. I am distracted, crazed, almost insane with grief. Poor, dear Marion—God bless her—was—

A knock at the door interrupted him, and he turned to see Miss Seaton enter noiselessly.

"Are you busy?" she asked.

"Not particularly. I am just killing my wife." And Robert junior smiled complacently.

"Killing your wife!"

"Yes. You see, I want to go east, and it is out of the question to take her with me and too soon to desert or divorce her, so I decided she must die. The blow will almost kill father, but"—

"You had better postpone the murder awhile," advised Miss Seaton. "Do you know what mother thinks? She is convinced you are a burglar and insists upon calling the police. She says no young man would receive butter knives and tea-pots for birthday presents. You put your foot in it that time, young man."

"Ye gods!" exclaimed Chestwick.

"Mari—I mean Miss Seaton—tell her I bought them; tell her I'm about to repent—tell her anything, only make her keep quiet."

As Marion ran lightly down the stairs Chestwick could hear her laughing gayly.

"She is a brick," he told himself.

"Winsome, close mouthed—egad, she is one in a thousand!"

Snatches of her conversation crept up the stairs and fell softly on Chestwick's ears as he lay back in his desk chair, trying to recall the bewitching vision that had just fled through his open door. A thought that had before half fluttered through his mind began to take form. Why should he not marry this girl? Surely she had proved herself pure gold. Who else would have stood by him as she had?

But it was when he thought of returning east without her that Chestwick realized how much Marion meant to him. He could not leave her—not he.

Once more he seated himself at the walnut desk, caught up the pearl-handled

pen and dipped it in the cut-glass ink well. But this time it was not upon a sheet of black-rimmed note paper that he wrote. Instead, he drew from a drawer a telegraph blank and scribbled:

Father—Will accept your offer of junior partnership. Marion and I leave for the east immediately.  
R. C., Jr.

A mischievous voice from the doorway told him of Marion's return. "Still killing your wife?" she asked.

Chestwick faced about. His eyes twinkled, and in his hand he held the yellow telegraph slip.

"Er—no—not exactly. The fact is, I have changed my mind. Read that." And he thrust the telegram toward her.

"Will you come dear?" he asked.

"I suppose I shall have to," she whispered, for he was close to her now. "It is too soon to desert or divorce me, and to tell the truth, Bob, I do not want to die just yet."

He drew her gently toward the desk chair.

"How fortunate it is, Marion, that I did not mail that black bordered letter. Then I should have had to raise you from the dead."

"You couldn't have done it," she answered.

### The Message on the Back

BY NELLIE CRAVEY GILLMORE

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Geraldine came home from the club-woman's luncheon hot and cross, "ready for an argument," quoted of Billy, who figured peradventure as the lady's better half. Mainwaring was sitting, or, rather sprawling, in one of the multifold lounging chairs that made comfortable the spacious veranda, his spiked feet raised opulently to the flowering banistered rail.

Flung over his face as an impromptu guard against pertinacious insects was the latest comic weekly. His hands, long and brown and sinewy, gave combined attestation to the man's artistic temperament and a strong athletic susceptibility. On the floor beside him were some golf paraphernalia, a pitcher of ice water and half a dozen magazines.

Mrs. Mainwaring paused as she reached

the top of the steps and regarded her sleeping spouse with a medley of emotions, depicted consecutively, upon her prettily flushed face. Then a ripple of silent laughter passed over it, rendering her twice as enchanting as anything else could have done.

She tossed her long lace gloves, fan and cream chiffon parasol on a bench and tripped noiselessly up to her husband's chair. Lifting the paper a fraction, she stole a quick, cautious glance into the dark, relaxed features. He stirred vaguely. She waited a moment, then she looked again, and all at once it came to her that Mainwaring was a very handsome man, handsomer even than she had deemed him before he placed the wedding ring upon her finger.

His hair, black and fine and absolutely devoid of wave or crinkle, grew in a determined line high up on the square, bronzed forehead. The lashes, also straight, were somewhat lighter in shade, but so dense as to completely obscure that part of the cheek upon which they fell. Below a slightly prominent but well-shaped nose his mouth revealed itself to be easily the best feature. It was neither too large nor too small, too thick nor too thin.

It was not stubborn or even obstinate, but in a good-natured, liberal way uncompromising to the last degree.

After a few minutes he sat up suddenly and tried to open his eyes, but ten pink tipped fingers checked their upward glance.

"So for once I caught you napping!" Geraldine came round to the front of his chair and stood looking down at him with laughing accusation.

Mainwaring squared himself and blinked at the mottle of sunlight on the sycamores. "I'll swear I wasn't asleep," he protested, with a vigorous disregard for veracity. "I just had my eyes shut, that's all."

Geraldine nodded indulgently and sank down in an adjacent chair.

"I didn't know until today," she observed, drawing half a dozen implements of war from her hat, "that I had married a diplomat."

"Many thanks for the civility of the

term. It is most becoming in—a diplomat's wife."

"What a nice idea!"

She had crossed her hands at the back of her head in an attitude of deep reflection, and the words came with absent enthusiasm.

Presently her face lighted and she broke into a little amused laugh. "Billy," she said, "you can't guess what is to be our next topic for discussion."

"What's the answer?"

"Don't be horrid, or"—

"I'll have to give it up."

"Just one guess," she insisted, with an uplifted forefinger.

"Is it the extermination of the automobile or—or Paul Jones' obituary?" He lighted a cigar with luxurious deliberation.

Geraldine took up his words briskly. "Oh, if you can't—if you don't want to be serious," she flashed, "I"—

"Well?" he objected, with a half laugh.

"If anything could be more serious"—

"That isn't the point at all," she interrupted, with a little impatient gesture, "and you know it. You are utterly aggravating and ridiculous, Billy!" she declared, with pink cheeks. Little pale gold wisps of hair had been loosened by the drive home in the wind and now blew about her soft, throbbing neck in bewitching restlessness. The fine veins in her temples pulsed with excitement, and her eyes, awhile ago gray, had deepened to black. Her lips, red and moist and vaguely tremulous, lost nothing by their sudden access of gravity as she went on:

"Waiving preliminaries, the subject is just this, 'Is love—romantic love, that is—a possible thing without jealousy?'"

Mainwaring stared at his wife oddly for an instant before he spoke. "Certainly not," he delivered authoritatively. After a second's silence he leaned over and imprisoned one of her hands in both his.

Mrs. Mainwaring pulled away from him impatiently. "I disagree with you," she remarked, with abrupt coldness.

"Oh, it is possible, of course, where no cause exists," he commented, with masculine complacency.

"That point necessitates a definition of the word 'cause.'"

"As a matter of fact, what would be ample and sufficient reason with one person might amount to so much wind with another."

"Jealousy is merely an acknowledgment of superiority in some one else," she submitted positively.

"In which event—a tribute to the delinquent one's good judgment, an essential tribute. I rather think your point of view is somewhat quixotic. There's no accounting for people's tastes, you know. I have seen them walk over pearls and take the stones."

"I don't see"—

"Let me illustrate. I once knew a man whose wife was beautiful and clever and good. He openly abandoned her society for that of another who was neither attractive, interesting nor in any way good."

"Possibly his wife bored him with her very perfections."

"She did not bore other men."

"And was she jealous?"

"In a proud, silent way I presume she was."

"Did she exert herself to hold her husband's love?"

"Most women who love men do, don't they?"

Geraldine made no response and for several minutes afterward was silent. Presently she suggested, "Perhaps, after all, if she was, as you say, clever, she was not jealous of her husband's attachment."

"Geraldine!"

"Yes?"

"Just suppose now, for instance, that I—that I were—to"—

"Don't be absurd, Billy. We are not trying to get personal, are we?"

"That is the only way to arrive at correct conclusions."

"Personal applications are biasing," remarked Geraldine, with a sage look.

"They are vital, and they tell."

She laughed deliciously and tossed her head into one of its ravishing poises. "Then I am still determined to disagree with you on the original question," she said. "There is nothing that could make me jealous of you, Billy."

Mainwaring contemplated her with shadowed eyes. "Then I am very much afraid," he returned, in a dejected tone, "that you do not care for me in the right way, the real way."

"On the other hand, my dear, you ought to consider this the very highest compliment I could pay you"—a radiant smile broke across her face—"the sincerest evidence of my absolute love and trust," she added earnestly.

"But my dear girl," he protested in a surprised tone, "women like to feel that their husbands are jealously inclined; men like to think that their wives are—'cause' counted out."

Geraldine bridled. "That I consider a most vulgar statement," she flared, "and it does not in the least alter my views, to which I mean to adhere strictly, whatever comes—or goes."

Mainwaring rose, stretched himself resignedly and stalked to the end of the veranda. When he came back Geraldine had fled. He pondered a moment, during which his face underwent a succession of panoramic changes. Finally he drew from his pocket a small memorandum book and fountain pen. This is what he wrote:

My Dearest Daphne (the name sounded well, he thought)—I am longing fiercely for the sight of your sweet face. Excuse haste and drop me a line by return mail saying when. Ever your own

BILLY BOY.

He reread the lines with an inspired expression, then turned the leaf over and scribbled something across the back of it. Afterward he took a careful inventory of surroundings and, stooping, placed the paper, face up, on the floor.

Ten minutes later, when Mrs. Mainwaring returned to the porch, her husband had re-ensconced himself in his reclining chair and was snoring lustily.

"Upon, my word," she began, with a touch of indignation, when her glance fell upon the paper at her feet. She picked it up with some curiosity, the pupils of her eyes darkening and dilating till they extended almost to the rims of the gray irises as she caught a glimpse of the address in her husband's unmistakable handwriting.

She read the lines through three times, first with naked incredulity, then with

rising resentment and finally with deadly deliberation. She paled, flushed and paled again till her lips even looked white.

For several seconds she neither took breath nor moved. Something cold and hard and terrible seemed closing about her throat, choking the very life out of her.

At this juncture Mainwaring came to life suddenly.

"Good gracious!" he cried, jerking himself to a sitting posture. "One would think you had seen a ghost, Geraldine."

"I have seen worse than a ghost," she returned, her voice tense, but controlled.

"Worse than?"—His lips twitched as he struggled frantically for poise.

"I have seen this!" she broke out with sudden passion, one hand, in which lay a crushed bit of paper, extended tragically.

Mainwaring shot up out of his chair and came quickly to her side. "Let me see it," he said, with quiet insistence, loosening her fingers with suddenly cold, unsteady hands. Smoothing out the paper, he scanned the words with blood burned cheeks.

"Well?"

They looked at each other for one unutterable minute, and silence seemed to suffocate them both till the woman broke it sharply.

"Now tell me everything," she said in a concentrated tone of voice that fought hard to eliminate all trace of weakness.

And then, to the consternation of Geraldine, Mainwaring did a most remarkable thing. He laughed till he had to hold his sides, after which he turned and took her fiercely in his arms. "Billy, how—how dare you!"

Mainwaring relaxed his embrace, his lips still smiling. His eyes bore an oddly triumphant look. "Turn the paper over," he commanded, "and see what is written on the other side."

She obeyed meekly. All power of resistance seemed vanished. She read:

Dearest Geraldine—This is simply by way of experiment—as a means of proving to you that you are no different from other people. BILLY.

Geraldine turned to him indignantly, compelling his eyes by the rising challenge in her own. "I would not have dreamed," she commenced frigidly, "that—that"—

Her voice weakened helplessly, her eyes filled with irresistible tears, and she collapsed limply in his arms.

"Oh, Billy!" she sobbed.

### A Daring Deed

BY WARREN MILLER

The steamer Tecumseh was moving along at a ten knot gait off Norfolk, Va., when the lookout called:

"Boat ahead on the port bow!"

With his glass the captain swept the quarter of the ocean indicated and saw a cockleshell skiff pulled by a single man. He was alone in the boat and beyond sight of land.

"Put her off three points to westward," said the captain to the helmsman.

The ship was steered in the direction of the man in the boat, and as it drew near him broad stripes revealed themselves on the garments he wore.

"Escaped jailbird!" exclaimed the captain in disgust.

A rope was lowered, and the convict was pulled aboard. He walked aft to where the captain stood waiting for him and said:

"You see by my garb, captain, that I am an escaped prisoner. I broke away last night, made my way to the coast before morning, seized a boat and pulled out, where I hoped to be picked up by a passing ship. I must throw myself on your mercy not to put me back where I came from. If you intend doing so I beg you rather to toss me overboard, for I prefer to die rather than return to that horrible life."

"It wouldn't do for me," replied the captain, "to assist a prisoner regularly convicted under the law to obtain his freedom. You may work with the crew while you are on board my ship, but when we reach port I'll have to turn you over to the authorities."

There was a look of agony in the man's eyes as he turned away in company with the mate to take his place among the crew. He was young—not more than twenty-seven—vigorous and refined looking. He had eaten nothing since the day before. Food was given him; but, though he needed it, he had not the



heart to eat more than he absolutely required.

Bad weather set in that night from the northeast, blowing a cold blast. The ship was riding obliquely across the waves which dashed up against her bows, now raising skyward and now pointing toward the bottom.

It was about midnight that, while the stern was raised high in the air, an enormous wave struck it with terrific force. There was a sharp report, and the helmsman found that the wheel turned without assistance. Something had happened to free the rudder and render it useless. The ship was at the mercy of the waves.

When the captain, who was on deck, learned of the trouble he blanched. He was not more than thirty miles from the Virginia coast, and with a northeast wind blowing his ship southwestward it would go ashore by daylight.

While this flashed into his mind the vessel was turning and in a few moments was rolling in the trough of the sea. Orders were issued to get up such sails as would be of service in steering. With the help of these, though the ship steadily lost ground, those aboard of her gained time. Morning came, and there was the shore, like a faint cloud resting on the horizon, and with a powerful glass a white line could be seen breaking against it. Some steering gear must be rigged or within a few hours the ship would be breaking up under the waves rolling on that coast.

An investigation was made, and the rudder itself was found to be sound, though the stock was shattered, leaving the huge steel mass, weighing three tons, swinging from side to side with every wave and threatening to stave a hole in the vessel's stern. To save the ship and the lives of those aboard of her it was necessary that the rudder should not only be secured, but that it be again converted into a means of steering the ship.

The captain conceived a plan, but owing to the rolling of the ship did not consider its execution feasible. It was to make fast two chains, one on each side of the stern, to a ring on the outer edge of the rudder. Had the vessel remained on an

even keel this ring would have been about four feet under water. As she pitched, sometimes it was high in the air, sometimes far down below the surface. At the rudder's rise a man could be lowered on to it in the hope that he might put the chains through the ring, but before he could do so he would be buried many feet in the brine.

The captain lined the crew up on deck, told them of his plan, admitting that several men might be lost in the attempt, and called for volunteers. Half a minute passed before a man moved; then the convict stepped forward and said:

"I'd rather be drowned down there than go back to prison. I'll make an attempt."

"If you succeed," said the captain, "you'll never return to your stripes if I can help you."

One end of a rope was attached to the end of the mizzen boom, the other end being looped under the convict's shoulders. Just before he was lowered he said:

"Tell the world that I, Arnold Turner, convicted of a bank defalcation, about to die, declare my innocence. I know the guilty person, but decline, as I have always declined, to tell."

Turner stood on the gunwale and as the stern rose was quickly lowered with a wire rope and, perching himself on the rudder endeavored to pass it through the ring. Before he could do so the stern descended, bearing him with it. Necks were craned over the rail to see; when the rudder rose again, if he would still be there. Few believed that he would. But as the stern came up there he was, his knees pressing the vessel's sides, his hands clutching the ring.

A wave swung the rudder to starboard, and the man on it would have been dashed against the side of the ship had he not saved himself by throwing himself on the other side. Before it was swung in the reverse direction down he went again toward the bottom of the ocean. When he came up, holding the ring by one hand, he tried to pass the rope through it, but the rudder was not still long enough for him to do so. He was not only becoming benumbed with

the cold bath, but must be ever watchful to avoid being banged against the side of the vessel, which would, to say the least, have dislodged him.

And so he continued to fight for the lives of the fifty or more people slowly drifting toward the breakers, whose distant roar could now be faintly heard above that of the wind. Every time he was carried down he came up with shorter breath and more exhausted. But every time he renewed his attempt to put the rope through the ring of the swaying rudder. Then, when he had failed and gone down again, on rising he let go the ring to rest, swinging, soaked with ice water and pierced by the cold wind.

At last, watching his opportunity when the ship plunged and the stern rose, swinging with the ring, he grasped at it, caught it and this time passed the rope through it.

Half his work had been done.

Another wire rope was given him, but how could he hope, having lost so much of his strength and benumbed by the cold, to succeed when it had taken so long to attach the first rope? It was a period of terrible suspense for those drawing near those dreadful breakers, whose roar was now every moment growing louder. Again he made his dives; again he clung to the rudder, watching to avoid being dashed against the ship, trying to put the second rope in place.

And so, sometimes swinging at the end of his rope and sometimes taking his cold baths, he kept on trying. The knowledge that lives depended upon his success gave him strength, but whenever he felt that he could not endure another swing in the blast or another dive in the ocean he would think of that life behind bars which was dethroning his reason and he would persevere.

At last a feeble call from below announced to those above that the second wire rope had been passed through the ring. To the ends of these ropes those on deck passed heavy chains, which the convict shackled in place, and when this was done he was drawn up.

As he appeared above the taffrail a shout was raised. But he did not hear it.

The moment his work was done he fainted. Liquor was poured down his throat, and he was hurried below. There he was stripped of his soaked clothing and put into hot blankets.

While he had been at his work men on deck had lashed a boom across the poop, projecting on each side. The rudder chains were passed through pulley blocks at each end of the beam and around a drum made by boarding over the steering gear. The moment the ends of the chains were attached to the ring the rudder was made serviceable, and the ship was turned from the white line where now, but a mile away, the mad waves were tossing their heads as if disappointed at losing their prey.

When Turner came on deck again he was dressed in a suit of the first mate's clothes, and every one pushed forward to grasp his hand and shower blessings upon him. Each and every person vowed not to betray him, and some suggested means of obtaining a pardon. But Turner told them that he preferred to remain aboard the ship, which, after touching at New York, was to sail for a foreign land. So great was his dread of a return to prison that he determined to lose himself in a country where he would not be known.

Under the improvised steering gear the ship weathered the gale and made her way to Philadelphia, where she put in for repairs, and her passengers, going ashore, took a land route to their different destinations. Before leaving the ship they held a meeting and collected a considerable sum to be paid the man who had saved their lives. But when they came to turn the gift over to him he declined it, saying that he did not need money beyond what he might be supplied with from friends who knew him to be innocent of any crime and who would gladly furnish him with all his necessities.

Turner remained aboard the vessel during her stay at Philadelphia and while she touched at New York. He occupied a cabin of one of the mates, where he kept himself hidden while the ship was in port. Then when her prow was turned eastward he came out and rejoiced in being once more a free man.

Years after the convict's escape the

person who had perpetrated the crime for which Turner had been imprisoned, on promise of indemnity, owned himself to be the guilty party. Then Turner accepted a pardon.

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### His Legacy

BY AGNES G. BROGAN

The December afternoon was drawing to a close when John Gordon decided suddenly to go out to the house. All day the sun had been shining, but now coming shadows warned him that he had not much time to spare. He had postponed the ordeal as long as he could, for surely it would be an ordeal to spend precious time plugging along on a suburban trolley, transferring at some wayside country station and then, maybe, if no vehicle could be obtained, walking the rest of the way uphill.

This much he knew: The house was situated upon the top of the hill, the village straggling at its foot. But why James Laidlaw, deceased, had seen fit to leave the house with its belongings to John Gordon's own mother he could not understand. That the eccentric old man had been a youthful friend he had often heard, and now that his mother had also passed into the great beyond John Gordon must accept the property as the next of kin and incidentally go out to look it over.

The trolley was late, of course, and he restlessly strode up and down the platform. This trip was a nuisance and no doubt the property scarce worth the trouble. Time was when John Gordon had not been so indifferent to country homes or legacies.

He was weary of superficiality, absorbed and buried in business. The second wait at the tiny cross country station was doubly annoying, and, his destination finally reached, no vehicle was obtainable. In fact, John Gordon was the only passenger to leave the train at Elmhurst. The station agent laconically directed him "hillward," and, turning up his greatcoat collar, he bent his face to the wind.

He had not gone a dozen yards when the sudden storm was on him. Snow, heavy, yet as thick as down, fell in swirl-

ing clouds. But the key was in his pocket. He had come thus far on his troublesome journey, and he would not turn back. A few moments before the storm had descended he had glimpsed the house, high and solitary upon its hill. It seemed a place not to be lightly despised. He muttered an imprecation as the wind of the height battled him back; but, after all, the distance was not so great as it seemed, and he stood breathless upon the deserted front porch.

He laughed a little at the incongruity of the situation as he fitted the key into the lock. The heavy snow had changed the daylight to gloaming, and he determined to go through the house as quickly as possible, returning to town by the next train. With difficulty the unused door gratingly opened, and Gordon found himself in a wide, silent ghostly hall, ghostly because of the white draped furniture. Evidently nothing had been disturbed, awaiting his coming and delayed settlement of the estate. He shivered even in his greatcoat as he hastily inspected the rooms upon either side of the hall, then ran upstairs. Here the almost impenetrable darkness caused him to grope to the window, vainly trying to peer through the pane. The snowstorm had turned into a blizzard, hiding the lights of the village below. To start back now would be folly; to stay in this deadly vault of a house, worse.

The telephone, of course, was disconnected, but even if available what person would venture to come to his assistance up through this blinding, cutting storm? John Gordon sank back upon a damp couch to smoke and think things over; useless in this darkness to continue his investigation of the house. A drowsiness came over him, and in real terror lest he should sleep in the freezing atmosphere he moved cautiously toward the hall. Here another stairway confronted him. There had been a tower room, he remembered. Perhaps from there he might be able to see the direction of the lights below.

Numbed with cold, he reached the upper landing, then paused, blinking his eyes at a spark of light which, like a firefly, came for a moment but to disappear.

Surely this was an afternoon of uncanny adventure. Again the spark shone high upon the wall.

"Who is there?" called John Gordon, and immediately smiled at the nervous folly of his own question. With coldly shaking fingers he lighted and steadied a match, then another.

"Jove!" he exclaimed and stood gaping into the darkness. High upon the opposite wall, on a ledge of what seemed to be a bookcase, dangled the hide of a white polar bear. It took a third match to satisfy him that the beast's gaping jaws and glaring eyes were artificial. Then directly from behind the white shaggy head a small electric torch was leveled at him.

"Oh!" breathed a relieved feminine voice. "You are the real estate agent, of course. I did have such a scare."

John Gordon was still too astonished to speak.

"You have matches," continued the girlish voice. "Please will you light the gas?"

"Gas?" queried the man stupidly,

"Certainly." Her tone was impatient. "I know you suggested bringing matches along when you phoned the meter was in, but I forgot. Please hurry."

Mechanically John Gordon sought and found a chandelier. The tower room was flooded with light. He rubbed his eyes and looked again. Ensnared in the white bear skin upon the very top of the bookcase ledge was seated a girl! And such a girl! Her eyes sparkled back as though the numbing cold, the impossible situation, were all part of a joyous adventure.

"I've been nearly frozen to death, and so I confiscated the bear rug," she explained. "You promised over the phone to call for me here at 5, but I suppose the sudden storm detained you. I was up on the ladder, going over the books, when it left me in darkness. There was nothing else to do, so I sat where I was reading by the light of my torch. Those wonderful old books are interesting enough to make one forget everything. Now," she ended abruptly, "will it be possible for us to go back?"

"I am afraid not yet," John Gordon answered perplexedly.

With a quick motion the girl discarded the fur rug and came nimbly down the bookcase ladder.

"We will light the grate, then," she said and put out her hand for a match. As the fire curled about the gas logs he came eagerly toward the warmth, bending with wrinkled brows to study the face of the girl. Unconscious of his puzzled and admiring scrutiny, she removed her hat, the firelight glinting upon the soft waves of her hair. She seemed to be an unusual young person of decided action.

"Now," she said, "as we will be obliged to remain here for a time, we can talk things over. I've brought a little lunch." Deftly she was arranging sandwiches upon a box cover.

"Have one?" she smiled.

John Gordon smiled too. Dreaming or waking, real or unreal, the discouraging adventure of an hour ago had turned, fairy-like, to one of pleasure. "Thank you," he replied. "And now may I ask just how you come to be here"—he waved an arm about—"here in the tower room of this deserted, ghostly old house?"

The girl's eyes opened wide. "Why, I told you," she said, "I came after the books."

"Books?" It seemed the lawyer could now only repeat, parrot-like, her words.

She nodded impatiently. "But I had no idea there were so many. It will be impossible to remove them at present. You gave me no idea of their number or value over the phone. Whatever"—she gazed dreamily into the fire—"possessed Uncle Laidlaw to leave his books to father and the house to that rich lawyer's mother? Now, if he had left us the house and the lawyer the books—well, that would have been more reasonable."

John Gordon leaned forward in sudden understanding. So this was the solution of the problem. He wished he had finished his reading of the will. "Your father"—he began.

"Is an invalid," she finished.

"We have such a tiny apartment in the city. This country air would have done him so much good. And the garden—oh, what a garden I should have made of it in summer!" the girl sighed. "When

does the lady take possession, Mr. Perkins?" she asked.

John Gordon stared, then silently accepted the real estate agent's name. "I—I haven't heard," he replied. "I'll have to talk things over with you later."

"And the books may remain for a time?" she asked him.

"Yes," he said.

The girl jumped up, going over to the window. "There's light at last!" she cried. "And the storm is going over. Do you think we dare venture yet? Father will be so anxious. He is alone until I come. There are just we two."

Half regretfully John Gordon followed to look over her shoulder to where the lights now shown below. "Can you walk it?" he asked anxiously. She had already started down the stair.

As the key turned rustily in the front door lock the two stood for a moment looking into each other's eyes. Into John Gordon's heretofore empty heart came a feeling of great and protective tenderness. He held out his arm, and quietly the girl placed her own within it; then downward they started through the drifts.

At the station she gave him her hand in farewell, but he was going into the city tonight, he told her, so they traveled together. Next day came a letter, which Miss Laidlaw, with glowing cheeks, read aloud to her father.

Mr. Gordon (so the agent Perkins wrote) upon being consulted as to the disposal of his property suggested that a caretaker be found, with salary to cover expenses. He himself did not care to trouble with the estate, so if Mr. Laidlaw and his daughter were willing to accept the position indefinitely—

"Willing!" cried the girl, and joyously hastened to write their acceptance.

It was necessary many times throughout the winter for the agent to make his way to the Elmhurst home to see that all was satisfactory. It seemed also necessary for Miss Laidlaw herself to drive him after each visit down the hillside to the station, and into the life of John Gordon came the realization that all service has not its mercenary motive, and into his heart came a sweeter realization still.

It was when the flower borders of the garden were blooming gloriously that he approached, almost timidly, the bending figure of the girl.

Reading the unmistakable message of his eyes, she arose suddenly, waiting before him.

"Dear," he said gently, "will you take me into your care, as you have taken this neglected garden? I love you—love you so!" And when his arms were close about her John Gordon breathed a sigh of real content.

"My true legacy!" he murmured happily. And then he told her all about it.

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### Mr. Tuckerton

BY ETHEL HOLMES

It was springtime, and New York City is very gay during the season when the trees are budding—not that trees bud in the metropolis except in the parks, and one would suppose that those who seek New York in spring would prefer the country. But this spring to which I prefer was different from other springs. The United States had entered the world's war, and the national emblems which hitherto had floated solely from public buildings were springing into the sunlight like daffodils in a garden.

Fifth avenue, formerly lined with the dwellings of the rich, now occupied by costly buildings used for shops, was one blaze of banners. The flags of ten nations were mingled in profusion. Every day for as much as twenty hours the sidewalks of that busy street are lined with pedestrians, while from sunrise to sunset a policeman of the traffic squad stands at every corner to regulate the passing of vehicles from the cross street, whirling a sign, reminding one of a weather vane, on which are painted in large letters, "Go" and "Stop." The autocrat of the street is obeyed implicitly by the thousands of chauffeurs who are passing back and forth, for woe betide the driver who dares dispute his orders!

Two young men, Archibald Potter and Charles Vandergriff, dressed in the height of fashion, were sauntering up this thronged thoroughfare, now taking off their hats to some damsel in a glittering

automobile, now looking up at the mingling of banners floating from the houses, now pausing before a shop window to look at one of the many pictures of grim war used by venders of merchandise to attract attention. Presently they met a young man who also seemed absorbed in the display of bunting, autos, throngs and other objects of interest.

"Who is that fellow, Archie?" asked one of the young men referred to of the other. "I saw him last night at the club. I wonder who introduced him. He didn't seem to know any one there, but sat by himself reading a newspaper."

"Van Kleek 'put him up.' All I know about him is that he is an Englishman, a cockney, I believe, but what he's doing over here I don't know. Van Kleek introduced him to me, but I noticed that Van didn't give him any title, just said 'Mr. Tuckerton,' that's all."

"Van knows how to do a thing like that," the other suggested. "If he introduces one he wishes to be favorably received he introduces him as 'My especial friend, Mr. So-and-so.' If not, the party is simply 'Mr. So-and-so,' which means, 'I don't vouch for him.'"

And the young men went on their way, admiring their scene afforded by what, at least at the time, was the most brilliant street in the world.

Let us leave them and follow Mr. Tuckerton. He was walking up the avenue, and his gaze was fixed principally on the flags. The sight of the ensign of one's country displayed in a foreign land is always pleasing, and when Mr. Tuckerton saw the Union Jack of England sandwiched between the tricolor of France and the Stars and Stripes or mingled with the flags of all the allies a smile hovered about his lips. Fifth avenue leads into Central Park, and the stranger entered that inclosure, noting everything that appeared with the interest of one who saw it for the first time.

Englishmen are great walkers, and Mr. Tuckerton kept on his feet until it was time to return to his hotel for dinner. He dined alone and after dining went to his room, where he engaged in writing till the middle of the evening, when he ordered a taxicab and departed for the

residence of Mrs. Worthington, one of New York's former aristocrats, when refinement stood for what is now represented by millions, but who was sufficiently well to do to maintain her position among the gilded aristocracy.

Mr. Tuckerton found a gathering at Mrs. Worthington's of New York's social representatives. On coming down from the robing room he met Van Kleek, who was a sort of go-between connecting Mrs. Worthington and the money autocrats of New York. Van Kleek and the Englishman went together to the hostess to salute her. The lady received Mr. Van Kleek with a familiar nod, but greeted Tuckerton as she would any other guest.

There are many persons in fashionable New York society who have passed through an experience of social climbing that has given them a full appreciation of the position to which they have attained. This class is naturally jealous of any one attaining easily that which they themselves have been at so much pains to secure. No one at Mrs. Worthington's reception knew Mr. Tuckerton or that he was an Englishman who did not intend to make his home in America. They merely noted the fact that an unknown person was admitted where they belonged, he not having either inherited his ticket or climbed the ladder at the top round of which it was to be obtained. Mrs. Worthington did not introduce her British guests. Van Kleek chatted with Tuckerton for some time and seemed interested in his talk, but this was the only attention he received during the evening.

Finally Mr. Tuckerton espied a young lady sitting by herself who seemed as much out of place among the golden throng as he was himself. He noticed that, though she was dressed in exquisite taste, there was not an expensive article in her makeup. Whether Tuckerton took pity on her on account of her being left alone or whether he saw something in her different from the glittering tinsel that made up the assembly, he was sufficiently interested in her to ask Van Kleek about her. Van Kleek said that she was the grand-daughter of one who had been prominent in New York society half a century before. The family had lost their

means, but had recently won a lawsuit that had returned to them enough of their property to enable them to enter the social circle. Miss Warren had essayed to claim the social position to which she was entitled by birth, but her place there had been filled, and she must begin at the bottom of the ladder and climb like others.

Tuckerton asked Van Kleek for an introduction to the young lady, and Van Kleek at once granted the request.

The rest of the evening Mr. Tuckerton spent with Miss Warren. No one paid the slightest attention to them; at least no one appeared to consider them, though there was something about them that caused a certain unexpressed interest. Mr. Tuckerton was not exactly like other men, and Miss Warren had received that which the other guests could not buy with money—the stamp of gentility to which one must be born and can never attain.

But this undercurrent of interest did not in the least tend to break down the barrier that separated the couple from the others. No one ventured to show either of them the least attention. Tuckerton could have made a request to be introduced to any of them. Miss Warren as a woman did not have the same privilege. But she was the only person to whom he asked to be introduced during the evening.

This man and woman, then, spent the evening together and seemed to be entirely absorbed in the conversation between them that had started after their introduction. At first their talk appeared to be merely the formal commonplace remarks that come with the introduction of well bred strangers, but gradually it took on an air of interest that apparently riveted the attention of both and finally made them oblivious to their surroundings. By the time the evening was over and adieus were bidden Mr. Tuckerton and Miss Warren seemed like old friends.

A few days after Mrs. Worthington's reception the commission sent over by the English government visited New York, and was received by the city officials and by throngs of citizens. When the cavalcade passed up between the

multitude of banners that lined Fifth avenue the two men who have been mentioned as strolling on the street shortly before viewed it from a window in a club facing the street.

"By Jove!" exclaimed Vandergriff suddenly.

"What's the matter?" queried Potter.

"Do you see that fellow riding in that carriage—the fourth from the end?"

"Why, he's the chap we met on foot the other day—the man Van Kleek put up and wouldn't vouch for."

"What's he doing in that crowd, do you suppose?"

"I don't know. I'll find out." And he asked one of the lookers-on about it.

"That's the Marquis of Annesley, heir to the dukedom of Abbingdon. He came over with the commission incognito, or, rather, under his untitled name of Tuckerton."

"Great Scott! Is he a member of the commission?"

"I believe not officially, but he is one of the principal persons in the party."

Many of those who had been guests at Mrs. Worthington's reception saw the man they had ignored riding up Fifth avenue on that gala day and learned for the first time who he was. And there was gnashing of teeth among them.

One young woman viewed the procession from an upper window, Miss Warren, who had nothing to learn of Mr. Tuckerton's identity. He had visited her at her home and had not sought to keep his rank from her. The reason for his doing so to others was that he dreaded being lionized on account of being a nobleman. The only persons who knew of his identity were Mr. Van Kleek and Mrs. Worthington, and he had pledged them not to reveal it. This was the reason why Van Kleek had not vouched for him and why Mrs. Worthington had not shown him any especial attention at her function and had not introduced him to her guests.

The appearance of the marquis in the procession on the day the British commission was received by the city of New York revealed his identity to the elite of New York, for there were many questions as to who was the distinguished looking

man who rode in the fourth vehicle from the end of the procession.

Invitations poured in on him by scores, and he was besieged by persons to secure his attendance at social functions. But he declined them all on the ground that he was in America on important business and it would not be possible for him to make a digression socially.

There were many young women who had millions to pay for the nobleman's hand, and when before he left America it was known that Miss Warren had received it without price there was a wailing and a gnashing of teeth among them. It was reported that the marquis said that there had been a real aristocracy in New York many years ago, and he was proud to have won one of the survivors.

### General Washington's Spy

BY F. A. MITCHEL

What is now known as the Bowery, in New York, was originally a garden belonging to Petrus Stuyvesant, the last of the Dutch governors of the province of New Amsterdam. At the time the English came ashore and took the town away from the Dutch the name New Amsterdam was changed to New York. By the time the American war for independence came the Bowery had become a street, and St. Mark's place, where Governor Stuyvesant's manor house stood, had begun to be occupied by dwellings.

Recently some workmen engaged in pulling down one of these dwellings came upon a space closed by an iron door within which was a body, or, rather, a skeleton of a man. There was enough of the clothing left to indicate that it was a soldier's uniform, and, the coat being or having been of a red color, there was no doubt that the man had been in the British army. Judging by the trimmings and buttons and side arms, he must have been an officer. In his pockets were found a number of letters, some of which were signed Katherine, some Kate, some K and some Katherine Ten Broek.

The find was turned over to certain persons who were interested in the early history of New York, and through the letters a story came to light that had been

buried in oblivion for more than a hundred years.

During the Revolutionary war the mansion in question was occupied by a family of Tories named Throckmorton. The British occupied New York, their outposts extending to Westchester county, where they confronted the American forces—a thin line—under Colonel Aaron Burr.

There was a time when Washington made his headquarters at Dobbs Ferry, a settlement some twenty miles from New York. While there he used whatever means within his power to gain information of what was going on in General Howe's army in the city. There was a family of Ten Broeks living near the house occupied by the general, and one day, when he was sitting in the room he used for an office, his orderly announced to him that a girl was without who desired to give him certain information of the enemy. Washington directed that she be admitted.

She gave her name as Katherine Ten Broek and said that she had been to New York and while there had kept her eyes open to the extent and armament of the British forces occupying the city. Washington asked her a great many questions, and her replies showed such intelligent observation that the general proposed to her that she make another trip with a view to bringing him other information which he very much desired. She consented, and he asked her to discover if possible whether General Howe was meditating a move southward through New Jersey and Pennsylvania. There were two methods of obtaining this information, the one by noticing the accumulation of supplies and means of transportation, the other by learning from some person who knew what was to be done.

There was no difficulty in getting into New York, for Washington could give a pass for the purpose. As to returning, that was another matter. General Howe at this time had intentions that he did not wish disclosed to his enemy and was loath to permit any one going to the American lines.

Armed with Washington's pass, Katherine Ten Broek rode from Dobbs Ferry



to a point not far south of Yonkers, where she found Colonel Burr's regiment. Here she left her conveyance and proceeded on foot to the north side of the Harlem river, where she found the British pickets.

Mistress Ten Broek, who, as her name indicated, had descended from the Dutch settlers of New York, had a pair of mild blue eyes, abundant locks, extremely light in color, and a complexion of pink and white. When she came to the British pickets she asked the officer of the picket post to pass her through, saying that she wished to go to New York to do some shopping.

"I can pass you through our lines," said the officer, noticing her mildness, which appeared not only in her physique, but in her voice, "but my orders are to pass no one going north. If you go in you will have to stay in. You can't get back home again."

Katherine feigned to hesitate at this. She looked much disappointed. She told the officer that there was to be a dance in Yonkers and she had nothing to wear. If she could not go to the city she must remain away from the dance. She looked so innocent and was so pretty that the officer took pity on her and, taking from his pocket a letter, tore off a part free from ink, wrote something on it and handed it to her. It was a request to an officer of Howe's staff to pass her back after she had finished her purchases.

Katherine's face brightened up at receiving this paper, which the officer told her was to an intimate friend, and she appeared for all the world to care only to get something with which to adorn herself. "Now I can go to the dance," she said, clapping her hands and dancing on her toes, and started for the ferry across the Harlem river, the officer attending her, putting her in the boat and pulling her across himself.

"What can I give you for your kindness?" asked Katherine when they touched the shore.

"A kiss would amply repay me," said the officer.

The girl dropped her eyes and made no reply. The officer approached, and Katherine turned her cheek to him. He kissed it, and Katherine stepped ashore.

When she had proceeded a short distance she turned and saw the officer looking after her wistfully. She threw him a kiss from the tips of her fingers, giving him a smile at the same time; then she walked on.

Katherine had ten or eleven miles to go before reaching the city. She got a good many lifts, so that the journey was not as irksome as might have been expected. Anna Throckmorton was an intimate friend of hers, and Katherine was always made welcome at the Throckmorton home. She arrived there in the evening and was received by her chum.

Katherine could have done her shopping in a few hours if she had had any shopping to do. Her time was spent among the camps, where she kept her ears open for what was said and in noticing what preparations were being made to transfer men, munitions and supplies across the Hudson river. One day while passing one of the regimental camps she saw the officer who had passed her through the British lines. He joined her and walked with her. He asked her where she was stopping, and she told him. He had been often at the Throckmortons, where he had been welcomed, they being Tories. So he said if she were going to remain in the city longer he would come to see her there. To this she replied that she might be delayed some time.

Captain Hugh Arbuckle called upon Mistress Ten Broek and fell in love with her. Indeed, Cupid had sent a dart into his heart the moment she appeared at the picket post that he had commanded. Whether or not she derived any information with respect to the British movements, she at least used him to enable her to go where she pleased. When she was ready to depart she told him that she preferred not to deliver the letter he had given her to a member of General Howe's staff. She would like him to see her through the lines himself.

The truth is that Katherine had been seen making notes of certain items she intended to take with her to General Washington, and from that moment she was watched. Moreover, she was aware that she was watched. If she applied at

headquarters for a pass to the American lines the chances were she would be arrested and a search would be made for what would be contraband of war.

She held Arbuckle sufficiently under her thumb to induce him to go with her to the British outposts beyond the Harlem river and see that she got safely through. Arbuckle drove her to the line, but when they reached it the officer in charge of the picket post said that he had received orders not to pass anyone except on a pass signed by an officer of the staff especially designated to give passes.

Arbuckle endeavored to persuade Katherine to go back to New York and remain there till she could secure a pass signed by the proper authority. But Katherine would not listen to such a course. To her lover's surprise she developed a resolution not to be expected of one of her innocent mien. She persuaded him to make for the Hudson river, and when they reached the shore she appropriated a boat by which to reach a point north of the British line.

She would not permit Arbuckle to go with her. The tide was coming in and would take her over the few miles that would enable her to land within the American lines. Before leaving him she arranged for an improvised postoffice through which they might correspond.

Katherine effected a landing at Dobbs Ferry, and went at once to Washington's headquarters with notes she had made concerning the British forces in New York, sewed everywhere in her clothing.

A correspondence ensued between Arbuckle and the girl who held him in thrall that lasted until the British began the evacuation of New York. At the time Katherine was in New York, and Arbuckle was visiting her at the Throckmorton home. Meanwhile the British, who had missed Katherine, were looking for her. They had evidence that she was acting the part of a spy and had intercepted a letter from her to Arbuckle.

The night before the evacuation Arbuckle went to the Throckmorton house to see her. Someone had given information to the British that Katherine was at the Throckmorton house, and a squad of

soldiers were sent there to arrest her. A colored servant, who was in Arbuckle's confidence, had revealed to him a secret closet in the house. Arbuckle and Katherine were in conference when the negro rushed in and told them the soldiers were coming. Katherine told Arbuckle to flee in one direction while she fled in another. She escaped through the garden, Arbuckle disappeared, and when the departure of the troops took place he was reported missing. A search was made, but he was not found. His disappearance was a mystery that was never cleared up till the Throckmorton house was torn down.

It is probable that when the troops came he went to the secret closet for concealment, closed the door and was unable to open it again.

The Throckmortons left with the British, and their home, which was eventually confiscated, remained a long while vacant.

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### The Stolen Diamond

BY DONALD CHAMBERLIN

One winter when Congress was in session I was invited to the National capital to spend a week with my friend Jim Treusdail in company with others, forming a very pleasant house party. Jim had not been long married, and I was a bachelor. I have always thought that his wife got up the affair especially for my benefit and that of Miss Mildred Sweet, Mrs. Jim desiring to make a match between us. If she did she had no trouble, so far as I was concerned, for I had not been acquainted with Miss Sweet ten minutes before I remarked to myself, "That's the girl I am looking for."

I have a theory that a good way to win a girl is to conjure up something in which you and she may have a mutual interest. Fortune favored me in this wise:

One evening at dinner Mrs. Jim showed plainly that something had happened. She said nothing to any of the guests and when they spoke to her replied in monosyllables. Treusdail labored hard to keep a certain amount of life in the party, but was not successful.

After dinner Jim took me up to a little den he used to hide away in and told me

what was the matter. His wife had lost a diamond as big as a hickory nut. It had been handed down to her from five generations and been turned over to her on her wedding day. She had taken it out of its receptacle to wear it that evening at a reception that was to occur at the White House and had left it on her bureau while giving some directions about the dinner.

He had no sooner told me this than it recurred to me to make a detective of myself for the purpose of discovering the thief and to take Miss Sweet into the business with me. By interesting her in the case I hoped eventually to turn that interest from the gem to myself.

I asked Jim a good many questions, but only elicited the information that every servant in the house during his wife's absence from her room was downstairs and quite busy, most of them with the preparations for the dinner. The men guests were all in the billiard room. Two of the women guests were dressing in their rooms for dinner and after that the function at the White House. A third, a widow, Mrs. Jernegan, with a little daughter, five years old, had finished her toilet and was assisting her nurse to put the child to bed.

Mrs. Jernegan was my first choice for the thief. Women who are not dressed don't run about in another person's house, and Mrs. Jernegan was the only person on the floor at the time the stone was lost. I went to the White House reception with Miss Sweet and during the evening told her about the loss and began to excite her curiosity as to who could have been the thief.

"It would be a nice thing," I said, "if you and I, working together, could recover the stone and turn it back to the rightful owner."

"Indeed, it would," she said, "but how can we do that?"

"I don't know that we can, but we can try."

I confided to her that I suspected Mrs. Jernegan. She did not especially fancy the widow, but could hardly bring herself to feel that she had stolen the diamond. I told Miss Sweet that she, being a woman, could keep an eye on the suspect better than I, and she agreed to do so.

I had a little scheme up my sleeve to compel Mrs. Jernegan to show her colors if she were guilty. Of course that was not proving her guilty or getting back the stone, but it would serve for a clew. I invited a party, including Mrs. Jernegan, to visit the capitol. Miss Sweet was, of course, with us. After showing the party through the building I took them up into the dome. There is a whispering gallery in this dome in which a voice speaking on one side can be heard at the other. Leaving the widow on one side of the dome, I took Miss Sweet half-way round the semicircle, and, watching till Mrs. Jernegan was separated from the others, I suggested to Miss Sweet to put her mouth near the wall and whisper the words, "What did you do with it?"

She did so, and the effect was instantaneous and unmistakable. The widow staggered, turned pale and looked hurriedly about her. When she turned her eyes upon us we were looking down on to the marble floor far below.

My companion was delighted with the success of my device. She seemed to be struck with surprise and admiration at what she was pleased to call my ingenuity. I was more interested in Miss Sweet than in the thief. I disclaimed any great shrewdness—indeed, thus far I was simply lucky. But I must keep up the illusion. I must find some method of learning from the widow what she had done with the diamond.

And here I showed that instead of being an experienced detective I was a mere bungler. I permitted the widow to discover, by keeping a watch over her, that I suspected her. I knew that she was aware that I did suspect her, for she showed me plainly that she feared me. Doubtless she would have taken or sent away the diamond (if she had it), but Treusdail, at my suggestion, would not permit any one to leave the place without being searched, the guests volunteering to submit to the ordeal if they were obliged to leave before the gem was found.

I held long deliberations with Miss Sweet, who was now profoundly interested in the case. These deliberations, besides giving us something in

common, enabled me to be a good deal with her. I hoped, if I made any further progress, to lead my assistant to think that it was her ingenuity or perceptive faculty that was doing the work and not mine.

"I have made a discovery," said Miss Sweet to me one day, with great glee.

"You don't mean it!" I replied. "Have you found where the gem is concealed?"

"No. I have discovered that Mrs. Jernegan's nursemaid shares her secret with her."

"How so?"

"They know that we are watching them. Whenever the nurse sees me looking at her she quails."

"It's two against two; isn't it?"

"Yes, and we'll beat them yet."

"No doubt of it."

"Have you anything to suggest?"

"Well, no; not just now."

We saw the nurse go out with her charge and knew that every afternoon she took the child to a little park in the neighborhood. Treusdail should not have permitted this, but he said that it wouldn't do to keep the little girl in the house. I proposed to Miss Sweet that we walk out, follow the nurse to the park and see if we could learn anything. She consented, and, getting her hat and wraps, we sallied forth.

We soon saw the nurse walking slowly, the child trotting alone, either beside or behind her, carrying a toy balloon. We measured our pace to suit theirs, and they entered the park without knowing that we were near them. A moment later the nurse turned and, suddenly seeing us, gave an involuntary start.

"The plot thickens," I remarked to my companion. "I'll bet that this nurse, being permitted to leave the house, will get rid of the diamond."

"Suppose she has it with her now?" said Miss Sweet.

"It's possible."

"I have never seen her so agitated as when she turned and saw us behind her."

"You are on the track. You made the discovery that she was in league with her mistress. Suppose we let her see by our acts and the expressions of our faces that we are watching her. It may drive

her into doing something that will expose her."

By this time the nurse had taken a seat on a bench, while the child played about with her balloon. On several occasions she let go the string, the balloon rose, and the nurse caught it only in time to save it. We walked by the woman and as we did so stared at her ominously. She trembled like a leaf. We walked on a short distance and turned. The child's balloon had escaped and was caught in the branches of a tree overhanging the seat where the nurse sat. The child was crying for her toy, and the nurse was trying to quiet her.

"I'll buy you another, dearie," she said. "That one has gone where one can't get it."

The nurse spoke the truth. Only a long ladder would enable any one to reach the toy. It had lodged some thirty feet from the ground. As I walked past the tree I looked up at it. I noticed that the string attached to it hung straight. I suggested nothing at first, but presently I asked my companion:

"Do you notice how straight that string hangs? Is it caught on a branch, and does the balloon keep it taut?"

"No; the balloon is against a bough. But there is something—very small—tied to the end of the string."

"So there is."

I glanced at the nurse, who knew we were talking about the balloon, and saw she was holding her breath from suspense. I called some boys who were playing near and offered any of them a quarter who would climb the tree and bring down the balloon. One of the boys took my offer, and in a few minutes I was in possession of the toy. At the end of the string was a bit of tissue paper. In the paper was the diamond.

I looked around for the nurse. She had vanished.

The delight both of myself and Miss Sweet may be imagined. We started to the house with the little girl. Far down the street we saw the nurse running ahead of us. It did not occur to us what she was going to the house for till we got there, when we discovered that she had warned her mistress and

gone on. Before saying a word to any one I took the stone to Treusdail, and we had a long consultation. We had no proof against the widow, and since she was a connection of Jim's he decided to tell her that her maid had stolen the diamond and not intimate to her that she herself was supposed to have been an accomplice. This would avoid any unpleasantness.

When the matter was given out to the guests I told them all that the find was entirely due to Miss Sweet's ingenuity and foresight. She was the lioness of the party from that moment till we broke up and generally became convinced that she had done it all herself.

That gave me a good start, and in time I won—not a stone, but a woman.

### The Results of a Blunder

BY EDWARD STEWART

"It's too bad."

"I am dreadfully sorry, my dear young lady. It could not be helped."

"I have been counting on this story to give me a literary reputation. You have ruined all these hopes."

This was ridiculous. The story was below the average.

The truth is that Howkins, the editor and proprietor of the magazine, had no business to go away and leave me, a scatter-brained youngster, in full control. I had hosts of friends, and my mind was absorbed with youthful pleasures. As to my work at the editorial rooms, Howkins had arranged everything before his departure, so that there was nothing to do but take the copy for the next issue out of his desk and send it to the composing room. Among other copy I sent up a story called "What's It All About?" by Miss Mildred Eaton. I was locking my desk one Friday afternoon preparatory to going into the country till the following Tuesday when a message came down from the composing room that the story "What's It All About?" was incomplete. I called for the copy and found the last two chapters missing.

Here was a pretty kettle of fish. I ransacked the office without success; sent for the author and was informed that she

had gone on a trip, no one knew where. What was I to do? Give up my outing to search for a needle in a haystack? Not I. My resolution was taken. It was then 2 o'clock. By 4 I could skim the manuscript, by 6 I could write the last chapters and be ready for the 7 o'clock train instead of the 3 o'clock, as I had intended.

Had I taken more time and put my mind on my work instead of dwelling on the outing I was to have, afraid all the while that I would miss the train—the last till the next morning—I might have done fairly well. As it was I made a frightful mess of the job. I mistook the hero for the villain and brought the story to a close by putting in his mouth a high flown, virtuous enunciation. The heroine I made to take a back seat, but fortunately on the same bench with the hero. I finished the work at half past 6, gave it to a composing room messenger who was waiting for it and made a dash for the train.

Well, the story came out, and with it came the author, a pretty girl of twenty, who sought me in my office with tears in her eyes. Had she stormed I could have stood up against her manfully. As it was, I could only pretend to weep, not at the position my blunder had placed me, but that I should have ruined her hopes of literary fame. I told her that I seriously meditated drowning myself. Since I made the threat with my head buried in my arms, both head and arms resting on my desk, my whole body shaking convulsively, she feared I would carry it out. When she raised my face with her own soft hands and I looked into her tear-dimmed but forgiving eyes, I was filled with shame.

"My dear Miss Eaton," I sobbed, "let us hope that out of this misfortune may come some reparation for you which, taken at the flood, will lead to fortune. I am one of those fellows whose lives are a chain of lucky and unlucky incidents. I am constantly meeting with misfortune—my own fault, I dare say—but I always come out ahead in the game. Write a new story, and I will use all my influence with Mr. Howkins to have it published as a 'special feature.' Now tell me that you forgive me."

She put out her hand, smiling through her tears, and went away.

When the first batch of criticisms for the number of the magazine came in I braced myself to bear the references to the story I had ruined as one about to be executed nerves himself for the ordeal. With the first I caught a faint gleam of hope. He it is:

The story by Miss Eaton, "What's It All About?" is, judging from its name, what it is doubtless intended to be—a puzzle. What principles are covered under the strange ending probably only students of the introspective school will be able to explain satisfactorily. In this respect the story will excite great interest.

The next was evidently a criticism by some critic who was possibly hurrying, as I had done, to the country and had only skimmed the early part of the story, for he pronounced the ending "just what might be expected in this inferior class of work." The third spoke of the pleasant style in which "What's It All About?" was written—an easy way of criticising a story the critic is too busy to read. Seven critics gave hypothetical explanations of the mystery attending the closing chapters. In the whole batch of criticisms there was not one which indicated that the story had been slaughtered by a graceless scamp in a hurry to get away on a pleasure trip.

In view of the attention these criticisms called to the story the author found no difficulty in securing a publisher for it in book form. It was considered too deep to have a large sale except among critical, analytical, philosophical and skeptical people, but it made a name for the author, and she has made a fortune.

I suppose I should have had the modesty to consider myself well out of a bad scrape and acknowledge my fault. To Howkins I did; to Miss Eaton I did not. I threw out a hint that seeing the story as she had written it was doomed to failure I had concocted a scheme to make it a success and make her famous. Her gratitude gave me not only her for a wife, but the management of her fortune.

### What Became of George Deering

BY F. A. MITCHEL

A girl was working in a garden. Hearing a footstep on the walk, she looked up

and saw a young man coming. Resting on her hoe, she looked at him intently.

"Morning!" he said, doffing his hat when he reached her.

"Morning!" responded the girl.

"Can you tell me where the Deering family have gone to? They lived half a mile down the road on this side."

"I remember that there was a family living thereabouts when I was a little girl, but I don't know what has become of them."

"Putting in beets?" looking down at a drill.

"No; lettuce."

"Everybody's gardening this year."

"Yes. We've got to garden or starve. Prices of provisions are prohibitive."

There was a brief silence. The girl continued to loosen the soil with her hoe, then took up a rake and smoothed the ground from stones and tufts of grass. The young man showed no sign of moving on.

"So you can't tell me where the Deering family have moved to?" he said presently.

"No, I can't."

"Wasn't there a son, George?"

"George? George?" repeated the girl, as if trying to recall the person mentioned.

"I've been told he was the worst boy in the county. No apple tree was safe from him, and as for a watermelon patch, they say he would carry off a melon as big as a small barrel under each arm."

"If he was like that the county is well rid of him," the girl suggested.

"He was about 18 when he left here, and I've been told that the night before he went he made love to one of the girls of the place, asking her to be his wife and telling her all sorts of yarns about how he was going to put her into a big house and dress her up fine, and all that. The next day he disappeared and never turned up again."

"There are lots of men like that in the world."

"Going to put in any potatoes?"

"Reckon not. Seed potatoes cost so much that I question if it would pay. It certainly wouldn't if the price of potatoes gets back to a reasonable figure."

"You say you don't remember George Deering?"

"If he was any such fellow as you have described I don't want to remember him."

She started another drill. The man took up a fork and opened the ground for her. When he had done so and removed some of the earth with the hoe he said:

"That'll be easier for you."

She thanked him and resumed her work.

"Do you see that beech tree over there?" he asked, pointing to a tree some 50 yards distant.

"Of course I do."

"I'm going over to look at it."

She made no comment and he sauntered over to the tree, under which was a rustic bench. He glanced meditatively at the bench but proceeded to the trunk of the tree and looked at some letters that had been made by carving the bark. It had grown together so as to give them an appearance of having grown there naturally.

"Won't you please come here?" he called to the girl.

She dropped a trowel and advanced toward him. When she reached him, pointing to the letters on the tree trunk, he asked:

"Whose initials are those?"

"The upper ones?"

"Yes."

"Those are mine."

"And those beneath them?"

"I can't see them."

This was true; her eyes were dimmed with moisture.

"These letters," continued the young man, "stand for Eva Butterfield and George Deering. I know George very well. He's a faulty chap and no mistake, but there are palliating circumstances in his case. Sit down here and I'll tell you something about him."

He led her to the bench, where they sat down side by side. Then he continued:

"George struck bad luck from the start. He didn't write to Eva because he had nothing cheerful to write. At least he didn't send her a letter. He wrote one or two, but on reading them over they appeared to him so hopeless that he tore them up. Several years later the pros-

pect before him mended, and he said, 'If I make some money I'll write to Eva.' He did make a little money, which gave him something to work with to make more, but when he sat down to write to Eva it occurred to him that he had treated her unpardonably. The only hope for him was to go to her and tell her so, and maybe she would forgive him.

"About that time a chance was offered him to get in on the ground floor of a big operation, and he concluded to wait awhile. If the scheme turned out well he might make good the stupid boast he had made the night he parted from her. It turned out bigger than his wildest dreams."

The girl had been looking at the toes of her shoes. When he ceased speaking she turned her face to his. Not a word was spoken but a great deal was done. After being locked for some time in each other's arms George asked:

"Did you know me?"

"From the first moment I first saw you."

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### A Narrow Escape

BY ALAN HINSDALE

"What's your name?" asked Farmer Doyle of a young man about seventeen years old who had applied to him to be taken on to the crop gathering force.

"Peter Simple," replied the youth.

"Know anything about farmin'?"

"No."

"What wages do you expect?"

"Whatever you choose to give."

"Well, considerin' that you look strong and are willing to leave the wages to me I reckon I'll take you on. I'll feed you and give you \$15 a month."

So Peter Simple the next day went to work on the farm. It was the season when the war between the United States and Germany had been declared and the raising of cereal food was of great importance.

"Amanda," said Farmer Doyle to his daughter that evening when she was wiping the dishes after supper, "I've took on a new man today, and I want to say to you that you're not to get mixed up with him."

"La, pa! Do you think I'm goin' to take up with a farm hand? I want some-  
pin better'n that."

Nevertheless Amanda scrutinized each new hand her father employed with an eye, if he was young, to discover whether or not he would be worth appropriating. When she inspected Peter Simple he was in shirt and trousers tossing hay on to a wagon with a pitchfork. He had a fine figure, and showed to advantage in the costume he wore. It seemed to Amanda that he was worthy of consideration. She went into the dairy house, got a pitcher of buttermilk and took it out to him. He drank it with thanks and an admiring gaze at Amanda.

Peter was secretly Amanda's favorite till her father hired Josh Whittaker. Whittaker was a man of thirty, red headed and freckled. He owned a farm, but that season he got an idea into his head that with so many farmers in the field prices were bound to go down. So he leased his farm and to put in his time in July and August went to work for Farmer Doyle. As soon as Amanda learned of Whittaker's farm and that he had \$2,500 invested in mortgages she dropped Peter and took up with Josh.

When a man, or, rather, a boy, of seventeen falls in love he goes down clear over his head and keeps on going down till he touches bottom. Peter, who was in a worldly heaven while Amanda was smiling at him, was ready for suicide when he found himself supplanted. Amanda's parents saw it all, and, though they had scolded her for encouraging Peter, urged her on when she encouraged Josh. Many a smile passed between the couple when at supper.

A week before the end of September an engagement was announced between Amanda Doyle and Joshua Whittaker. It seemed to Peter that the bottom had dropped out of his life. He tried to find Amanda alone that he might beg her before it was too late not to blight his life. He had made up his mind to tell her something that might induce her to change her mind.

Lucky Peter! Farmer Doyle came along and saw him waiting for Amanda at the hour she always went to milk the

cows. Doyle called Peter into the house, paid him his wages to date and told him to vacate the premises. Peter surrendered and was never again seen on the Doyle farm.

Amanda in the autumn was married to Whittaker and on the wedding trip stopped over at a New England city. A football game between the teams of two colleges were advertised, and the bride persuaded the groom to take her to see it. There was the usual kicking about of the ball by small boys and the shouts of the cheer leaders and the yells of the crowd, and then the teams pranced onto the field like acrobats into a circus ring.

"Good gracious, Josh!" said Amanda, "Look a-there!"

"Where? What?"

"That feller is Peter Simple as sure as my name's Mandy."

"So he is. By gum!"

There was Peter sure enough in the toggery of a football man. Both bride and groom scanned the score card to find Peter's name among the players. It was not there.

"Say, mister," said Josh to a youngster on the ground directly beneath him, "can you tell me who that young man is over there taking off his sweater?"

"That? That's Harkinson, the richest man in his college. They say he's worth millions."

There was no more comfort for either Mr. or Mrs. Whittaker on their bridal trip. Amanda looked sour enough to turn lemonade to vinegar, and Whittaker could not look pleasant when his wife sulked. When they went home and the bride had told who Peter Simple was Farmer Doyle and his wife turned as sour as their daughter.

Jimmie Harkinson in May, becoming aware of the fact that he would be flunked at his graduation school examinations, availed himself of the national demand for food producers to go farming, for the board of education promised payment to all boys who would do so. Harkinson, not caring to be known as himself, chose the name of Peter Simple that he had picked out of a story book.

Had Farmer Doyle not discharged him he would have avowed his wealth to



Amanda and gone to college in the fall with a millstone about his neck in the shape of a sweetheart he forgot in a fortnight.

### A Story of the Spanish Armada

BY ELINOR MARSH

Traveling one summer in Ireland, I stopped at a farmhouse on Donegal bay. The farmer and his wife looked like other people of Irish descent, except that the mother did not have the clear, peachy Irish complexion, while the children were brunettes. I remarked to the farmer upon this dark skin of his children, whereupon he told me that there was Spanish blood in their veins. Going to a desk, he took out a manuscript and handed it to me. It was written in a woman's hand on parchment and evidently was very old. I was sufficiently interested in it to take a copy of it. Here it is:

It was midsummer, 1588, when one morning I was picking berries in the field and stopped to rest. Looking out over the bay, I saw a ship. Scattered here and there, far and near, were other ships. One of them was so close to the shore that I could see the standard she bore, and it was a strange one. The ship, which was a large one and with portholes for guns, was coming into the harbor. Her foremast was gone, and what sails she carried were in tatters.

This was the year of the famous Spanish Armada. We in the north of Ireland had heard something about the Spaniards intending to invade England, but we got little news from a land so far away, and we had not heard that they had sailed up the English channel; that there had been a running fight; that many of the Spanish ships had been wrecked in a storm, that the rest, cut off from returning to Spain over the course they had come, had sailed to the northwest of the Orkney Islands and were coming southward around the west coast of Ireland to get back home.

The ship I saw came into port evidently in distress. We had no means of defending ourselves. Indeed, we needed no defense, for the ship came in only to make such repairs as might enable her to make the voyage back to Spain.

I went down to the shore, where I watched a boat coming from the ship. It landed near where I stood, and the sailors carried a man wrapped in blankets onto the beach and laid him on the sand. The sun was shining, and the sand was warm and not hard to lie upon. The sailors left the man, returned to their boat and pulled back to the ship.

I went to the man and looked down upon him. His eyes were closed; but, hearing me, he opened them. He was no doubt very ill or much reduced from exposure. He spoke a little English and told me that he had been wounded fighting in the English channel. The rolling of the ship greatly injured him, and he had begged his comrades to take him ashore. If not rescued by some landman he would prefer to die there rather than on shipboard.

He seemed greatly relieved to be lying where he was, so I left him to go to the house and tell father and mother about him. I took back to him some milk, which he drank and seemed to relish. Father was not minded to save a hated Spaniard from death, but at last I prevailed upon him to go with me to the stranger, and when father saw him and that he was very young and well-favored he would have carried him to the house, but the invalid preferred to remain where he was so long as the sun shone upon him and the breeze fanned his cheek.

But when evening came he was removed to our house, where I gave him some bread and honey for supper, and he was laid upon a bed and at once fell into a sleep from which he did not awaken till the next day at noon. The first question he asked was whether the ship that had brought him had sailed, and when told that it had he was much cast down, for he said that he felt much stronger and would have returned to Spain in her.

These things he communicated partly in English words and partly by signs. No one except myself could understand him, so whenever he wished to communicate anything he did it through me. I nursed him and prepared his meals for him, and he would not permit anyone else to do anything for him.

By the time he had recovered, a Span-

ish ship that had been wrecked, but had been repaired, was ready to sail for Spain, and the Spaniard sent word to her commander that he would go with him as one of the crew. A boat was sent for him, and he bade goodby to father and mother and the children. I went with him to the place where the boat was waiting for him. But we never reached it. Looking down from an eminence upon the boat, I tried to permit him to go to it, but could not, nor could he leave me. We remained where we were, and when the night was coming on the sailors pulled away and left us.

I have written this that my children and my children's children may know how it came about that the blood of Spain and Ireland was mingled in them at the time of the great Armada. My husband has long ago renounced his allegiance to the king of Spain and is now a lawful subject of King James. One thing has tended to balance the difference in blood—we are both of the same religion, being of the true and only Catholic church.

The farmer told me that the narrator of the episode was his grandmother many generations back. The offspring of the pair were girls alone, so the Spanish name was lost.

### How She Won Him

BY RICHARD MARKLEY

When Donald Barker had been graduated at college with high honors and came down to Mayside with a Phi Beta Kappa key dangling at his watch chain Evelyn Clarke and I became rivals for his favor. We girls had always considered Evelyn booky, but rather to show off than possessing any depth of knowledge. She, Donald and I were sitting on the porch one morning, I with my crochet work, Donald strumming his mandolin, while Evelyn was holding in her lap a work recently issued on the cave man.

"Mr. Barker," she said, "do you really think that man has lived on the earth hundreds of thousands of years?"

"I don't know," replied Donald, still picking away on his mandolin, "having only been here about twenty years myself."

It was plain to any one that he had no

desire to air his knowledge, but Evelyn persisted:

"Here's a picture in this book of a bison painted on the wall of a cave. The animal has been extinct for may thousands of years, and yet the picture must have been painted by a man."

"How about the baseball team of your college this year?" I asked him, with a view to changing the subject.

"The best we've had in many years," he said, brightening up at being able to talk on an ordinary subject. Our fellows have got a new twirler, who is going to develop into a wonder."

Evelyn was turning the leaves of the book, but I noticed that she was looking at the pictures.

"Here's a man," she said referring to a picture of a primitive man that somebody had built of plaster on a jawbone found in a cave, "who lived not less than 25,000 years ago."

Donald frowned. It was evident that he wanted to get away from heavy subjects and feed on light ones. I, having failed to turn Evelyn from what was going on many thousands of years ago by introducing modern baseball, concluded to try another tack. I didn't know much myself, but I resolved to utilize what I did know.

"Don't you think, Mr. Barker," I said, "that the spectroscope is a wonderful invention?"

He cast a quick glance at me and caught on at once.

"You mean," he said, "that spectral analysis is a remarkably scientific development."

Evelyn looked blank. She knew no more about a spectroscope than I did and was evidently uneasy lest she should be compelled to display her ignorance.

"What do they do with a spectroscope, anyway, Ev?" I asked.

"What do they do?" she repeated in a patronizing tone, as though she was going to enlighten my ignorance. "Why, they break up a ray of light and in that way find out what the substance that gives out the ray is made of."

"How do they do that?" I asked.

"Why, just as I have said, by breaking up a ray of light."

"But how can they do it that way?" I asked.

She was stumped. I started in to talk of something else, but in a few minutes she interrupted me to say:

"Oh, I remember now. They do it through certain lines that appear on the rainbow of color from the breaking of the ray."

"How do these lines show it?" I asked. I had been obliged to learn a short statement of what I was asking her. I didn't understand it, so I was obliged to commit it to memory and repeat it in recitation like a parrot. So I was ready for Evelyn in case she was flunked. She was flunked and owned up with a very bad grace.

"Isn't it something like this?" I asked. "A glowing gas gives out rays of the same refrangibility as it absorbs when light passes through it."

By this time Ev saw that I had crushed her. Donald's hitherto frowning face broke into an uncontrolled smile. I looked demure as a freshman in college sitting at the feet of Gamaliel. Ev colored, then darting a hateful glance at me got up and flounced into the house.

"I don't think she'll try to teach you physics again," said Donald. "That was a pretty compact statement of yours. If Ev had been putting it up to me I might possibly have shuffled through to an answer, but I couldn't have made one like that."

"And if you should ask me to illustrate it I would answer, 'Not prepared.'"

My victory over Evelyn was complete. She had tried to attract Donald by a display of knowledge she did not possess. As for me, I was only trying to head her off from subjects that we didn't care to talk upon. But I never could persuade Donald that I was not a very bright girl. If he so chose to think of me it was his affair, not mine. I told him the plain truth, saying that my definition was all Greek to me, but he said where there was so much smoke there must be fire.

At any rate, either what he considered my smartness or what he believed to be my modesty quite won him. Since then he has been devoted to me. I confess, however, I am always on the anxious seat for fear that he will discover how shallow

I am. But so long as he thinks that my keeping my knowledge to myself arises from a dislike to appear to be showing off I am in no great danger. After our marriage, if he learns the truth, it won't matter.

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### An Effective Proposal

BY ALAN HINSDALE

In the autumn of 1916 I was mate of the tramp steamer Mark Andrews. One morning, when we were about 300 miles east of Rio de Janeiro, the lookout called out that there was a ship off the port bow that looked peculiar. I took a look at her through a glass and saw that she was lumbering along as if half full of water and there was no one to be seen on deck. The boats were swinging on their davits, some of the sails were set, enough under the breeze that was blowing to move her at about three knots.

I called the captain, who inspected the vessel and gave orders to put our ship off a few points, and when we came near to board her.

The ship was low in the water for'ard and high astern. Why this was so was puzzling. The fact that sails were set and the boats were in place was also singular. However, there was nothing to do but possess our souls in patience till we could get aboard for an explanation.

When we reached her the captain ordered me to command the boat that went to investigate her, and I went aboard at the bow that was not more than a couple of yards above water. Looking down the forecastle companionway, I saw that her bow was full of water. Further investigation showed that there were three compartments in her, one of which at the bow was almost flooded. The bulkhead had either sprung a leak or stove in, and it was pulling the ship down by the bows while she was kept up by the tight bulkheads astern.

"I reckon, sir," said one of my men, "that she's one o' them ships that the Germans have been interfering with. A submarine must have put a shot in her bow."

"If a submarine struck her bow, how

do you account for the boat's being on the davits?" I asked. "The crews of such ships always take to the boats."

It occurred to me that she had fallen a prey to a German raider, who had taken the crew aboard instead of sending them adrift in the boats. Investigation indicated that a shot had been put into the bow, and this confirmed my theory.

Aft we had no trouble going where we liked. The ship had been overhauled about noon, for a table was set for dinner in the cabin, with places for six persons. In the captain's cabin on his locker was a framed photograph of a very pretty girl. I don't mean to assert that a man can fall in love with a photograph, but I do say that I was very much attracted by this one. I took it out of its frame and put it in my wallet.

This was the only thing we took away with us. Not caring to have the ocean encumbered with a derelict, we let the water in the compartments and sank her. Then we pulled back to our ship.

Well, a few days later we overhauled a ship that signaled us, asking what port we were bound for, and when we replied that we would stop up the coast of South and North America, finally at New York, we were informed that the ship hailing us had the crew of a ship that had been captured or sunk by a German raider and asked if we would take them northward. Our captain assented, and we took twenty sailors, the master of the ship, four passengers and the captain's daughter.

As the captain and his daughter came up over the side I recognized the original of the photograph I had in my wallet. She was even prettier than her likeness.

Upon comparing notes with our new contingent we learned that the derelict we had come upon was the ship captured by the Germans. They had sailed away from her in the gloaming and supposed she was sinking.

Stopping as we did at several ports on our return voyage, we were some time reaching New York. Meanwhile I saw a great deal of the young lady I have mentioned, and an attachment grew up between us. I did not mention having possession of her picture, but told her that

I had once boarded a deserted ship and had fallen in love with a portrait that I had seen there. She was eager to know if there had been any result of my adventure, but I gave her no satisfaction until the evening that we reached New York. Then I admitted that I had brought away the picture with me. At the same time I drew the photograph from my pocket and showed it to her.

Women are impressed and often very forcibly by small things. I have always believed that the reason I won my wife was the use I made of a trifle in courting her. My method of proposing was certainly unique. I had told her that I had fallen in love with a girl's picture, then showed her her own likeness.

Well, I tackled the captain, her father, and had a more serious time with him than his daughter. He opposed her marrying a seafaring man, and in order to win his consent I was obliged to promise to leave the watery domain. I confess I was not very loath to do so, for there is enough of the ordinary perils of the sea without having submarines hunting ships.

Besides, on my various trips to South America I had become acquainted with a planter there who raised large quantities of coffee. He had made me a most excellent offer to represent his business in the United States and Canada, and my eagerness to be married soon made me very willing to accept his proposition.

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#### Would Not Stand for It

In Cleveland they tell a story of a boy who left school to work for a small manufacturer. The boy was dull and his stupidity annoyed his employer greatly. So, after a week's trial, he was discharged.

"Get your pay," said the manufacturer to him on Saturday, "and let that be the last of you. You're discharged."

It was, therefore, with great surprise that the manufacturer saw the boy at work in his former place on Monday morning.

"What are you doing in this shop?" demanded the manufacturer angrily. "I discharged you Saturday!"

"Yes," said the boy, "and don't you do it again. When I told my mother she licked me."—*New York Times*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Autumn Pictures Along the Line

When the lamps grow dim, as weary  
From their vigil of the night,  
And all nature seems so dreary,  
As by the morning light  
You first perceive faint, hazy lines  
That mark each vale and hill;  
Then later some more cheering signs  
Your soul with raptures thrill,  
As you view the transformations  
Wrought by recurring day,  
Dame Nature's grand creations,  
As her lights and shadows play.

The ripe and smiling pumpkins, red,  
Lend color to the field,  
With dainty frosted mantles spread,  
Refinement rare they yield;  
And with mock military air  
Stand shocks of corn in rows,  
As if to guard the pumpkins there  
Against invading foes;  
And perchance a bunch of timid quail  
Our passing glance will meet,  
With a hurrying, scurrying cottontail  
To make the scene complete.

Some other pictures may be quite  
As beautiful, I'll say,  
As a cornfield in the morning light  
Along the right of way;  
But peace and plenty, beauty too,  
To please an artist's eye,  
Combined are there arranged for you  
To see when rushing by.  
Tho' nature's pictures often may  
In brighter shades be shown,  
A cornfield at the break of day  
Has a beauty all its own.

T. P. W.

### Think It Over

GOODLAND, KANS., Aug. 29, 1917.

EDITOR JOURNAL: It is always wise to listen and learn, and frequently beneficial to impart knowledge so gained. This

thought came to mind recently while listening to a discussion on the merits of reducing representation, when a Brother, noted for his reticence and wisdom, remarked that a man who spends a major portion of his time running a locomotive could not possibly be as well informed on the necessities of our organization as one who gives it his entire attention; and since this Brother has held many important positions in the B. of L. E., and is a close observer, it occurred to me that his idea was worthy of consideration, and believing that it would have a beneficial influence with thoughtful readers, I decided to make it the theme of a letter to the JOURNAL. Time is drawing near when the question of reducing representation will be settled, and if decided in the affirmative, the manner of prorating delegates will have to be adjusted, and should we combine the logic of the above-mentioned remark with the fact that conditions force General Chairmen to constantly study matters affecting our welfare, it seems the question might be readily disposed of to the advantage of all. An attempt has been made to arouse fear of creating an autocracy should we direct our General Chairmen to act as convention delegates. If this feeling of apprehension is genuine, it denotes an unfortunate and unwarranted state of mind, and a deplorable one if born of desire for office. But in either event it will attract few adherents, and common intelligence teaches that it is not possible for one to become an autocrat while serving under instructions. However, should a General Chairman become deranged and attempt to assume the role of dictator, he would soon experience that lonely feeling which always accompanies notice that one's pay has been discontinued. It has been wisely suggested that but one delegate be elected from each road, and in pursuance of this idea it is well to bear in mind that nearly every system of road is equipped with a Brother well qualified, who can frequently visit each Division on his territory without extra expense to the members, and such being the case, it seems that efficiency and economy plainly indicate who should be chosen. Those who contend

that the Brothers on a small railroad are not entitled to as much representation as members on a larger line should remember that the intelligence in our organization is not computed on a mileage basis, and that the B. of L. E. does not assemble in convention to legislate for railroads, and that money saved will affect a Brother who happens to be one of 50 or less employed by some small road the same as it will one who numbers his co-workers by the thousands; and in view of this fact it seems that any who study the situation from an unselfish standpoint should have little difficulty understanding that it matters not how many constituents a delegate represents so long as he comprises one of an intelligent body who can give us good laws at the least possible expense, and it will unquestionably be to our advantage if the next convention adopts a resolution containing the intent of the following:

"Every railroad, either electric or steam, where a working contract is held by the B. of L. E., shall be represented at each meeting of the G. I. D. by the General Chairman of said system. Each railroad must be represented, unless excused by the G. C. E., or granted permission to be represented by proxy.

"A General Chairman shall receive the same pay for this service as for any other, and on roads having no General Chairman, a delegate shall be elected by a majority vote of the members on such road, and his pay shall be determined by the General Board.

"Each railroad shall pay its own delegate, and these delegates shall meet in convention once every three years in B. of L. E. Building, at Cleveland, O., and have full power to transact all B. of L. E. business."

We can understand why one with strong convention proclivities might oppose a measure contemplating the intent of the above, but we believe it will meet with favor among those who have no desire to enjoy an outing at the expense of others. In reviewing proceedings of past conventions we notice it has been common practice to call General Chairmen to such meetings for the purpose of giving advice, settling disputes, etc., which plainly

indicates that their ability is sought in times of stress, and it seems the enormous cost of our conventions should cause those who are bearing the expense to demand that it be reduced to the minimum by utilizing this talent which is ever at our command, and each Division should take a membership vote to determine whether or not a plan of this kind would be acceptable, as it is certainly feasible, and the least expensive of any yet proposed for reducing representation.

Yours fraternally,

J. L. BOYLE, Div. 422.

### Cannot Get Something for Nothing

LORAIN, OHIO, Aug. 12, 1917.

EDITOR JOURNAL: In the August JOURNAL Brother Campbell of Div. 4 asks for a reason why we cannot pension the widows and orphans of deceased Brothers since we have "nearly half a million in the treasury of the Pension Association."

I endeavored to explain that question a few months ago, but apparently the Brother missed the letter. The six figures have many of our members all fussed up and some want the dues cut down, while others want the benefits increased. I would like someone to explain for my benefit how I can arrange a pension for my wife on a paid-up capital of \$45.00, as this is about the amount that each of us have in the Pension Association, and we have been five years accumulating it. When we attempt to more than double the strain, something will break, and it would be the Pension Association. We cannot afford to take such a chance after the long, weary battle we have had to get the Association in its present fine working condition.

Remember, Brother, it has taken several years of hard, patient work to convince our members that the Pension would be a good thing, and only about one seventh of our men realize now what it is.

No, my good Brother, although I believe that I was the first to advocate a pension for the whole family—and the pension should protect the whole family—it cannot be done without a readjustment of the monthly dues. The young men are carried now for nearly nothing, and still

they do not appreciate it, and their families would benefit far more than the older Brother's family, for the reason that, as a rule, the older Brother's children would be at an age to care for themselves, and would not be eligible as beneficiaries.

Take it easy, Brother Campbell, we are doing fairly well at present, and let us continue. Some time in the not far distant future we can "pension the whole family," but not now.

It would be suicide to try to carry such a burden at the present time. The B. of L. E. has been near-sighted in its financial policy ever since it was born, and as a consequence, as a financial power we are "not in it." Had we paid a little more attention to financial matters in the past instead of trying to get something for nothing, we could today dictate not only wages and working conditions for engineers, but some other matters of railroad policy as well.

The power for good of the Pension Association is bounded only by the members themselves; you can have men clamoring for admission or you can have them shy and suspicious, as you like. One means success, the other failure. There are several matters to be adjusted before any radical change can be made in our present plan, much as they are needed. Some of these, no doubt, will be taken up at our coming convention, and as to others, well, the time is not ripe. The thing most needed is to convince our men that they should all belong to the Pension Association. When this is done, the rest will be easy. In order for its benefits to be fully understood, it should be discussed more in the Division room. Even street corner discussion, undesirable as it is, will not hurt the Pension, as its only real need at the present time is membership.

Yours fraternally,

H. E. FOX, Div. 273.

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### Loyal Engineers

COUNCIL GROVE, KAN., Aug. 17, 1917.

EDITOR JOURNAL: We desire to call attention to the Chicago Joint Agreement, and particularly to that feature of it which provides for the settlement of all questions between the engineers and their

employers by committees composed of engineers representing the B. of L. E.

Since the forming of that Agreement it is plainer than ever that every man who runs a locomotive, and receives, as he does, the benefits resulting from the work of committees representing the B. of L. E., and supported by the Brotherhood of Locomotive Engineers, should prove his loyalty to his fellow man by joining the engineers' organization.

We feel it our duty as members of the B. of L. E. to extend the hand of good fellowship to every promoted man that he may become a member of the organization that deals directly with all matters concerning his wages, working conditions and many other things relating to his general welfare, and after we have done so we feel it is the duty of the promoted man to show his loyalty to the cause which so vitally concerns him by joining the B. of L. E. It is not only an obligation he owes his fellow engineers, but one he owes himself as well, for while it is only manly that he should give his financial support to advance a cause in which he is to share of the benefits gained, it is at the same time a good move from a business standpoint, for in adding to our members we are enabled to present a strong and united front in our efforts to improve conditions, and thus gain the best results for all with the least expense, and in that way his interests, with that of every other engineer, will be best served. In union there is strength.

H. A. MILLER,

A. T. MYERS,

G. G. McDONALD,

Committee.

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### Lessons from the Past

BROOKLYN, N. Y., Aug. 4, 1917.

EDITOR JOURNAL: It would, no doubt, make interesting reading for some of the old timers to relate their experiences in the days when the engineer was a different kind of a fellow from what he is today. It would be too long a story to tell by what slow degrees the change was brought about, largely through the influences of organization, but the man who has been in railroad work during the past forty

years can fully appreciate the extent of the wonderful change that has been wrought. Perhaps the one greatest contributing factor to this change has been temperance. I could, as no doubt could many others, cite cases where the use of liquor among railroad men often placed in extreme danger the lives of many people.

My memory on this question was very much refreshed by an address on the subject of temperance among railroad men delivered by our Grand Chief Stone at one of the big Tabernacle meetings held by Billy Sunday in New York recently. His remarks recalled to my mind one particular case that has made a lasting impression on my mind. It was that of one of the brightest engineers I ever knew, and to whose teachings I owe whatever skill I have ever acquired as an engineer, who had repeatedly hauled passenger trains when in no condition whatever to do so as a result of his intemperate habits.

How different it is today, and consider, you who may be indifferent to the progress of the Order, how much this change is due to the influence of the B. of L. E.

Fraternally yours,  
Drv. 419.

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### Go Thou and Do Likewise

LA GRANDE, ORE., Sept. 4, 1917.

EDITOR JOURNAL: I doubt very much if any great number of the members of our great Brotherhood realize what they have, or what they own in their property known as the B. of L. E. Building located at Cleveland, Ohio. Recently the writer had the pleasure of visiting at headquarters and when the full significance of what the building represented came to me, then I realized that they who had builded and were building had done more, perhaps, than they themselves knew and certainly more than the great rank and file of the membership know. Much has been said from time to time in the JOURNAL regarding the splendid property and building owned by the Brotherhood in Cleveland, but to know and understand it as we should, a visit must be made there to get all or any considerable portion

of what it is. It might mean a considerable expense to the Grand Division, but I cannot think of anything that would be of greater benefit than the G. I. D. to bear all or a portion of the expense necessary for some member of each Division to make a visit to the Grand Offices, just to look into the workings of the great machine known as the B. of L. E. headquarters. Brothers, if you are going to take a vacation, by all means include in your trip, if possible, a visit to Cleveland for the purpose of looking over *your* property. It will pay you well in interesting experience and you will be more valuable to the Order of which you are a member by having done so.

During the month of August the writer was called East on business, and having for a long time wondered what manner of men they were in the Grand Office with which he had had so much correspondence, and what manner of building it was that bore the name "B. of L. E. Building," I just crowded into that business trip one day for a visit to Cleveland, with no other object in view except to visit headquarters. The 11th of August was that memorable day, and the day from which for me will date a higher regard, if possible, for the Brotherhood of Locomotive Engineers and all things pertaining thereto.

I am not able to give all figures in connection with the rentals, values, etc., of the building, although they were given me at the time of my visit. Inasmuch as I might get them wrong I will not attempt them at this time except to say that you can rest assured that they are all on the right side of the ledger. I arrived in the city quite early in the morning and after getting located sought the mecca of my visit. As I stood across the street and looked at the magnificent building my heart filled with pride when I thought that the building I viewed was partly my own property, and your property, my Brothers. Crossing the street I entered the lobby and noticed that the elevator men wore caps upon which were the initials, B. of L. E. Entering the elevator and asking for No. 11 I was quickly landed on that floor on which are located "*our* offices." Going down the corridor I found an "open door" where I entered, intro-



ducing myself to Bro. H. E. Fehr, who very kindly took me through the various channels by which our business is conducted in the Grand Office, and I can assure you that everything is handled in a most businesslike manner. All the office employees are courteous and obliging, not only to a chance visitor like myself, but as I had occasion to observe, to anyone who calls in the usual run of business. In the arrangement of the records there is practically nothing more that could be done to expedite the work, and everything is just where it should be. Do you wish to see the record of any Brother of the Order? Just a moment, and there it is before you in black and white. Your name, or your Division number, either serves as a guide to that record. I believe that nothing could be added to complete the business system of the office, and I speak with knowledge, having had fourteen years office experience in the commercial world.

The Grand Chief of the Brotherhood of Locomotive Engineers, Warren S. Stone, is just a plain, well balanced man, that reaching out gives you a hand clasp which tells you that you are meeting a Brother in the truest sense of the word. Just one of us, that's all, yet a man who ranks high in the estimation of the leaders in our state and national government, and the B. of L. E. Building, his monument, stands today as a silent witness to his forethought in the interest of the greatest labor organization in the world.

Fraternally yours,

C. M. HUMPHREYS, S.-T. Div. 362.

### The Honorary Member

WORCESTER, MASS., Sept. 1, 1917.

EDITOR JOURNAL: In reading the monthly JOURNAL (do not very often read much from this section) I am going to break in, and my subject is the "Honorary Member." I happen to have been one for the last two years, so after being in active service for nearly 45 years, and during the most of that time active in the B. of L. E., having held all the offices in the Division and delegate to three conventions, and Secretary of Legislative Board for many years, I consider myself able to write upon the subject.

The laws of the B. of L. E. require the Honorary Member to step down and out so far as holding an office in the Order is concerned, and he cannot vote on many things he is interested in, and which affect his interests, which he should have a right to vote on. He also pays the Grand Dues as the active Brother. The money paid by the Honorary Member helps pay for the delegates to make our laws, yet he is not considered when laws are made. I know of Brothers who from a motive of sentiment alone retain their membership in the B. of L. E. They also pay \$6.10 per year for the privilege, and some of them have to scrape to do it. Now why not either make the Brothers who are unfortunate enough to have to leave active service real Honorary Members or give them something for the money they pay? Taxation without representation is and always will be unjust. Why not either excuse the Honorary Member from all dues, or give him some voice in legislation concerning his own interests at least?

Things have changed since I was in active service, but I hope that the delegates to the next convention will think of the interests of the Honorary Members when enacting new laws, and remember that they are not all disloyal to the B. of L. E., and can be trusted to even advise in some instances, if nothing else.

Do not give the older Brothers the small consideration that was given them at the last convention.

Yours fraternally,

T. B. WARDWELL, Div. 64.

### Reduction of Delegates and Honorary Membership

VANCOUVER, B. C., Aug. 31, 1917.

EDITOR JOURNAL: The letter by Bro. H. E. Fox (Some Suggestions) is the best article I have read in the JOURNAL since the idea of a reduction was advanced as a necessity, for several reasons. Brother Fox very fitly says that 100 delegates could do more and better work for the good of the Order than the larger number. An idea seems to have gotten into the minds of some of the good Brothers, that their railroad and their Division is of more importance than any other one;

that is what Brother Fox rightly terms selfishness, but when we get to work in convention we are all one, in a common interest.

I would suggest that the Divisions in each State or Province select the most central point in the State or Province, and that each system send its General Chairman to nominate not more than three delegates, to be voted for by each Division, the one receiving the greatest number of votes to be the delegate for the State or Province. Select the best business men and hold them strictly to the work of the Divisions that send them. It seems that all this junketing should be cut out, at least until after the war, if not for all time. This would increase the efficiency of the delegation, and decrease the cost—a very desirable end.

Now a word about the old Brothers and Honorary Members. I joined Div. 53 in 1872, and was a charter member of Div. 171 when it was organized, and have been a paying member ever since, except for seven years when I was in the U. S. Navy. On my return I again became reinstated and have been a member in good standing up to the present time, though in 1902 I resigned from railroad service. After passing the civil service examination for the U. S. emigration service was appointed in March, 1903, and have since been in this service with a good salary, and have made some good investments, so am not looking for very much from the Order, and am not asking help in any way; but the question I wish to raise is this: Is it not unfair to ask me to pay Grand Dues? Is it not a penalty for still belonging to the Order?

Another subject is insurance. We all know that there are a number of insurance companies that give a paid-up policy at twenty years, and it would seem that we might arrange something like that and not, say, give money as long as you have breath in your body. It would seem that, after being a member in good standing for thirty years, and having paid everything, we should get a return for the money we had put in before we check in, and the other fellow gets all of the benefits of our hard earned money.

The Honorary Member or the old

Brother cannot hold office; he does not ask nor expect a committee to take up any grievance for him in his Division, for he is down and out, nor does he expect anything from the Grand Division, and with this view I would ask, what is he paying \$6.00 a year for? Is it a penalty for being still a kind of member, or is the Order so poor that he must be assessed until the poor Brother breathes his last? I hope the coming convention will see fit to act on this matter for them in some way, and not simply boast on what we have already done. Frat. yours,

FRANK B. FROST, Div. 171.

See editorial on these subjects in this number.  
—EDITOR JOURNAL.

### In October

When the morning air gets "nippy,"  
And the frosty rail will feel  
To you about as "slippy"  
As a fresh banana peel,  
And in the cab are clouds of steam,  
From leaking valves and cocks,  
And all around you it would seem,  
Come troubles there in flocks;  
Then the proof grows clear, and clearer,  
As the autumn breezes blow.  
That the winter's near, some nearer,  
Than it was a month ago.

You then begin to find the hills  
You knew in winters past,  
While other quite familiar ills,  
Come trooping thick and fast.  
And the same tonnage rating,  
You are praying they'll reduce,  
As the mogul keeps a skating.  
Till you think, "Oh, what's the use!"  
And the reason is, the season  
That dispels all summer joys  
Is on the way, to come and stay  
Six months, or more, oh boys! T. P. W.

### Matters of Current Interest

TORONTO, ONT., Sept. 11, 1917.

EDITOR JOURNAL: Being a constant reader of the correspondence from the many Brothers who are taking advantage of your invitation to express their views on anything that would be a benefit to our organization, I would like to add my humble opinion regarding the Chicago Agreement. I heartily concur with Brother Machin of Div. 585. We certainly have given it a fair trial and find it unsatisfactory, not forgetting that it was a step in the right direction at the

time it was agreed to, but times have changed since 1913. Have we? I hope so. If not, it is high time we did, for we cannot remain long where the tide leaves us.

As to the Chicago Agreement, the B. of L. E. has obtained the desired results in the increase of membership, but at the time we all expected it would be a cure for all sores. I am not sure that it is. The firemen are not in love with it any more than we are, as it is not broad enough to suit their way of looking into the future. A good many of them are as far seeing as we are. They claim if we would only merge the B. of L. E. and the B. of L. F. & E. into one great organization, we would then be 200,000 strong, and our expenses less than half what they are today, with better results for both sides.

If they are willing to come across, why not meet them half way? They are not in a state of poverty. They have a very good savings account to their credit which they are anxious to take with them when they are promoted to the right-hand side, instead of leaving it to the next man, as is now necessary if they join us, so why not amalgamate and get every man in engine service under one head; each will then understand the other, by-gones will be by-gones, and we can very easily obtain the closed shop for both engineer and fireman.

As to reducing representation, by all fair means, let us send General Chairmen to all conventions after 1918. If some of us need thirty holidays we can go there as visitors and have a little say in the business of the day, too, perhaps.

Yours fraternally,  
FRED WOODS, Div. 295.

### Why Not Adopt a Plan of This Kind?

PORTSMOUTH, VA., Sept. 8, 1917.

EDITOR JOURNAL: The question of the reduction in the number of delegates to the G. I. D. is no nearer solved today than it was when the last convention closed two years ago.

The next convention is only about nine months away, and it is time some definite plans were worked out and presented to

the Divisions so they could instruct their delegates to vote for the plan most favored.

Two suggestions have been offered in our JOURNAL: One, that the General Chairman represent us; the other, that one delegate represent two or more small Divisions.

Both of the above named plans were presented at the last convention, and the discussion cost the B. of L. E. several thousand dollars without any benefit to the Order, both being rejected as unsatisfactory.

A suggestion that appears feasible to me, and one that would give all equal representation, and at the same time save the Brotherhood several hundred thousand dollars, would be to reduce the number of Divisions, but to accomplish this we would have to make almost an entire new constitution. Our present method of making and renewing agreements with the railroads would also have to be changed entirely.

The B. of L. E. in the United States is divided in three districts, the Eastern, Southeastern and Western, not including Canada.

Any of our G. C. of A. Brothers will tell you the problem of getting any consideration from the General Managers when they apply for any change in existing working conditions, especially if it means any increase in pay, is a difficult one to solve. The General Manager usually refers them to the nearest competing lines, with the information that he is paying just as much as the other fellow, and could not grant any increase unless the G. C. of A. could persuade the competing road to grant the same increase.

I would also suggest that instead of making separate contracts with each individual company, we make them collectively by districts or have three wage contracts for the engineers in the United States. When this is done our interests become more closely identified, consequently it would not be necessary for a Brother to belong to any special Division, but could become a member of the Division nearest his home. At terminals, where two or more railroads enter, one Division would answer for all, and we

would by this method dispose of about one-third of the Divisions in this country.

As to how future negotiations with the General Managers would be conducted: At the next convention have the delegates of each separate district nominate and elect 14 to represent them in their district, one to be added from the Grand Office, making 15 members from each committee. It would be the duty of each committee to secure from the membership on each railroad in their territory a form of agreement they desired, then submit them all to the Grand Office to be ratified. At the earliest opportunity then a meeting of the General District Committee and General Managers in that district would be held for an adjustment of the proposed agreement. After a satisfactory agreement had been made, the members of the committee of each district would handle and adjust all grievances with the managers of the various railroads, doing away with the G. C. of A. for each separate road as at present. Each member of the committee would be stationed at some place to be designated by the Grand Chief, and it would be his duty to attend all meetings of Divisions where he was stationed, help conduct the meetings and render monthly reports to the Grand Office.

Now, Brothers, let us see some of the advantages we could gain from this suggestion: We would have about one-third less delegates; we would be in constant touch with our Grand Chief; there would only be three agreements for the Grand Office to examine to find if our claims were just; we would become better acquainted with our Brothers; and last, but not least, is the enormous financial saving that would result from such a plan.

Yours fraternally,  
G. W. KAY, Div. 807.

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### Looking to the Future

GRAND JUNCTION, COLO., Sept. 8, 1917.

EDITOR JOURNAL: A great many of our members seem to think that the agreement between the B. of L. E. and B. of L. F. & E. in regard to fixing the maximum and minimum mileage of 3,500 and 3,000 per month was to hold forever.

There was a provision made in that agreement that this rule would remain in force until such time as the re-employment of those members who had been cut off the board on account of big engines, larger trains and dull times. That condition has been fulfilled, and not only that but hundreds more have been promoted and hired; therefore that law is a thing of the past. We should remember that while it was in effect it called for a great deal of self denial on the part of the older regular men, as it reduced their earnings somewhat, and while others were getting increases, the fact remained that a great many freight engineers actually got less money than they had received for years. This was borne with patience on the understanding that the embargo on time over 3,500 miles per month would be removed as soon as the conditions already stated had arrived. I notice that some favor the idea of keeping that custom in effect, but it comes from the men who have very little seniority and who wish to have equal benefits with the older men who have, so let it be understood that the law has been fulfilled and is a thing of the past.

In regard to delegates, the proposition to send only General Chairmen would not be satisfactory, as I know of one system where the General Chairman is bitterly opposed by a large section of the members, and is only held in office by a majority vote of the committee; so to debar Divisions from selecting whom they please and compel them to support one whom they oppose, would not be conducive to harmony, at least. As for the proposition to have only those selected by the Grand Chief, that is too absurd to be considered; that would be merely establishing an autocracy.

We do not find the eight-hour day has reduced the number of hours on the road. We work just as long as before, only it pays more money in those places where the speed basis was lower than 12½ miles per hour. As the companies pay on the same basis for all time made, there is no inducement for them to cut out overtime.

I hope every delegate will work for the "closed shop." It is nonsense to talk of

kindly pointing out to non-members the advantages of belonging, etc. They know all that, but they are unmanly enough to sponge on their brother engineers. They want everything that is gained by the B. of L. E., and let some one else pay for it. The only way to make them play fair is to compel them to pay their share or be barred from work by a "closed shop."

Yours fraternally,

HENRY E. LOPAS, Div. 488.

### Reduction of Representation Plan and Its Application

NORTHWEST, MINN., Aug. 25, 1917.

EDITOR JOURNAL: I shall endeavor to have this letter contain a message that will arouse some of our members from their passive, half hearted interest in affairs, and awaken them to a realization of their responsibilities as members of the greatest labor organization on earth. One of the leading questions before us at the present time and one which must be settled with a regard for the preservation of the democracy of our organization is that of reducing representation. Many suggestions have been offered, the common belief being that a lesser number of delegates would be not only less expensive, but would also be more efficient. In suggesting any plan one must ever bear uppermost in his mind this fact, that the voice of the individual member must not be ignored. That his right to express his choice in matters concerning the conduct of any of the affairs of the B. of L. E. must not be curtailed in the least. Neither sentiment nor selfishness or any other influence should be permitted to warp the judgment of anyone in their recommendation of a plan to solve the problem before us; it should be the aim of all who seek to contribute in any way toward its solution to keep these facts in mind, that the greatest good to all may result from the plan finally adopted. Success is bound to follow if we will only weigh every question honestly and be willing to sacrifice our own self interest for the general good.

We already have state representation in the form of our legislative boards. At meetings of such small bodies there is

always an opportunity for those who have opinions to express to do so, which they are often unable to do at the bigger International Convention, and there are certain things that could be handled by such bodies as these State boards most effectively.

It might be well to divide the B. of L. E., say into 55 districts, 49 in the U. S., and 6 in Canada. With 872 Divisions, this plan gives about 16 Divisions per district.

These Divisions would be represented by one delegate known as District Delegate, who would be the delegate to the International Conventions.

At these District meetings matters of a progressive nature could be discussed so that the members who were to represent us at the general convention would be posted on things concerning the welfare of the B. of L. E. before the convention opened, for which good reason they could discuss questions and vote upon them more quickly and more intelligently when presented for their final consideration before being enacted into laws. There is a real need of some changes in our system of management of our affairs if we would keep pace with the progress of the times. The B. of L. E. is a bigger institution than very many of you are able to realize. It has accomplished more for you and me than it is usually given credit for, and if we are wise enough we can make it do more for us in the future than can be foreseen at the present time. There is nothing within the bounds of reason impossible for us to accomplish through its agency, and as proof of that just look at the big sky scraper at Cleveland, Ohio, that we call the Home of the B. of L. E., something too big and too grand for the most optimistic Brotherhood man to have even dreamed of less than a dozen years ago.

JOHN J. LAWRES.

### The Young Man and the Pension

DUNCANNON, PA., Sept. 1, 1917.

EDITOR JOURNAL: I am a regular reader of the JOURNAL and also a member of the B. of L. E., Div. 459, of Harrisburg, Pa. I am glad to say that I am a pen-

sioner, having lost my left arm June 13, 1914, and have received a pension ever since. I have every reason to think it a grand thing to be able to have this income in my declining years. With my pension and relief, my good wife and I can live in comfort the remainder of our days. I would advise every engineer that belongs to the B. of L. E. to join it, and if he is not in the B. of L. E. get in as soon as possible.

Some of the boys I talk to say, 'Why, it is a young man's pension.' I can't agree with them in that argument, the fallacy of which will be seen upon reading the JOURNAL. I have been a member for about 25 years, and am glad I joined. I want to counsel the boys not to hesitate because of the cost. Perhaps while you are meditating you may meet with an accident that will permanently disable you, then it will be too late. Come in now while you have the opportunity. Give the question the consideration that it deserves. Experience is a good teacher and I am qualified to give the advice. It is a pity that the younger men cannot seem to appreciate the real benefit of the real pension plan. With its protection I have no fear of the future, do not have to wonder where the next meal is coming from.

Fall in line, boys; get busy, the convention is coming on, and we hope it will find a big pension increase, and we also hope at that time something will be done for the widows, to give the wife pension after her husband is taken away so that she will have a competence. That would certainly be a most commendable action on the part of the organization.

I note that we have about 900 members under the age of 35, and about 3,185 at the ages of 50-55. What is wrong with our young engineers? It is for your benefit also. For instance, allow me to compare the cases of a man 30 years of age and another of 55, both being disabled, and both continuing to live to the allotted score of 70 years. The man of 55 would benefit from the Pension Association, according to our laws, to the amount of \$3,960, and the other to the amount of \$11,760, nearly three times the amount the older man receives, besides the

younger man has paid but one-sixth of the monthly premium that the older man has paid.

I will close for this time, as this is the first attempt to write for publication, and I hope my communication may escape the wastebasket. I have described my impressions here in the simplest language possible for me, but with sincerity of purpose in my effort that is inspired by experience. With best wishes for the JOURNAL, I beg to remain,

Sincerely yours,  
S. D. VOGEL.

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### A Successful Campaign

CARNEGIE, PA., AUG. 31, 1917.

EDITOR JOURNAL: Bro. H. R. Karnes, our General Chairman on the Pennsylvania Lines west, recently paid a visit here to Chartiers Valley Div. 416, and suggested that we make request to Grand Chief Stone to have an organizer sent here to help boost the membership of the Division, as there were many outside our ranks here, who for their own as well as for our interests should be with us. He assured us it was necessary to have some one get to these men who was capable of showing them in a most convincing manner the great advantages they would gain, now and in the future, by becoming members of the B. of L. E., and our success is ample proof of the wisdom of his prophecy.

We acted on the suggestion promptly, and our Grand Chief sent us Grand Organizer, Bro. A. G. Blaney, who came to Steubenville, O., on July 15, and immediately took up the duty he was assigned to, along with Bro. E. S. Yingling, who was appointed by Bro. Frank A. Knox, Chief Engineer of Div. 416, to assist Brother Blaney in the work.

After a week in that busy little town, and with the hearty co-operation of the B. of L. E. men located there, the good work was soon well under way, and brought the most encouraging results. The logic of Brother Blaney's arguments was so convincing that no engineer could resist his appeal to join our ranks.

Grand Organizer Blaney and Brother Yingling then came to Carnegie, where,

with the help of the Brothers of the Pennsylvania Lines and those of the W. P. T., the membership of Div. 416 was in a short time increased by 32. Some of these new members were newly promoted men while others were old in the service, but Brother Blaney convinced them all that their own interests were best served when they joined the Brotherhood of Locomotive Engineers.

The visit of Grand Organizer Blaney will long be remembered here. He opened the eyes of many of us to a clearer understanding of the actual benefits we were deriving through our connection with the B. of L. E., and while he was driving home telling facts into the minds of the prospective candidates, he was at the same time impressing upon the minds of others the fact, so much clearer to us all now, that it is both honorable and profitable for every engineer to belong to the Grand Old Brotherhood of Locomotive Engineers.

Brother Blaney will always be a welcome visitor here, and he will no doubt be pleased to learn that the good work he so vigorously put in motion here is still moving forward.

MEMBER OF DIV. 416.

#### Honors Shown Bro. Wm. F. Dayton

A most unusual event took place on Sunday, August 5, at Newark, O. It was the presentation of a gold watch to Bro. Wm. F. Dayton of the B. & O., the gift of President Daniel Willard of the B. & O. R. R., in token of his appreciation of the man and the fifty years of faithful and most excellent service that Brother Dayton had given that company. The presentation was made by Superintendent Stevens in the presence of a number of veteran engineers who shared in the pleasure of seeing their friend and co-worker of a lifetime so honored.

The following is an autobiography of the life of Brother Dayton:

NEWARK, O., Aug. 10, 1917.

EDITOR JOURNAL: I was born near Headsville, Mineral County, W. Virginia, March 26, 1847. When I was about five years old we bought a farm near Cumberland, Md. I worked on the farm until I

was in my 21st year, and having a strong desire to be an engineer, I went to Martinsburg, W. Va., and got a job firing on the B. & O. from Wm. Edwards, who was master mechanic at that point. I made my first trip with an engineer by the name of Holmes Ward, on the old 77, a Ross Winans "camel back." I was later assigned to engine No. 225. This engine had been back from the South but a short time; she, with a number of other B. & O. engines having been captured at different points on the B. & O. during the Civil War. This engine had been hauled from Martinsburg, W. Va., to Winchester, Va., over the pikes with horses. She was one of the few ten-wheel engines on the second division at that time; the other freight engines were all Ross Winans "camels."

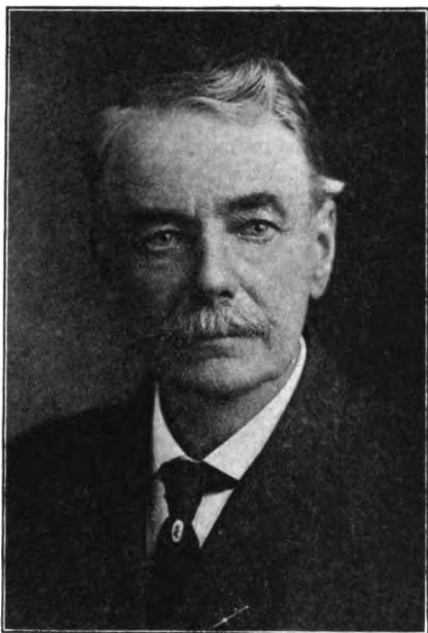
The only engineer I know today who has run these types of engines is Bro. W. S. Robinette, and I think he, like myself, has run all of the B. & O. old timers.

The "camel" was an eight-wheel connected engine with a 40-inch wheel, cast iron tires, and tin headlight reflectors. We used to take much pride in cleaning the headlights, which, when in first-class trim, would light the way from one telegraph pole to another, under favorable conditions. We little thought in those days that we would yet run engines equipped with electric headlights, and have trains electric-lighted and steam-heated, and with power brakes.

I was promoted on Oct. 6, 1870, and ran on the old second division, between Piedmont and Martinsburg, until March 27, 1875, when I, with a number of other engineers, was transferred to the Ohio division at Newark, O.

I have been in passenger service since June, 1878; have been hauling through trains for the past 20 years, and am still running regularly. I have had very few accidents and have never injured an employee or a passenger. I have never missed a call nor had to be called the second time, nor have I ever served a day's suspension.

I joined Div. 38 at Martinsburg, W. Va., in 1871, but owing to the trouble in 1877, the charter was taken away from Mar-



Bro. Wm. F. Dayton, Div. 36

tinsburg. I did not join again until some time in the 90's.

My general health is good, my sight being exceptionally so, as I can still read train orders without glasses. I am enjoying life with my wife and youngest daughter on our farm near the city here, and we have plenty of everything that is good. If any Brother doubts what I say let him just pay us a visit and see for himself. You are all welcome.

In conclusion will say, I hope this history of mine will interest some Brother with whom I may have been acquainted in the past, as much as I am often interested in reading the life stories of other veterans in the pages of the JOURNAL, and as these may be my last lines to the dear old JOURNAL, which has afforded me so much information and entertainment in the past I will bid you all good-by, and Godspeed. Yours fraternally,

W. F. DAYTON, Div. 36,  
Newark, O.

### Bro. Augustus Rowe Pensioned

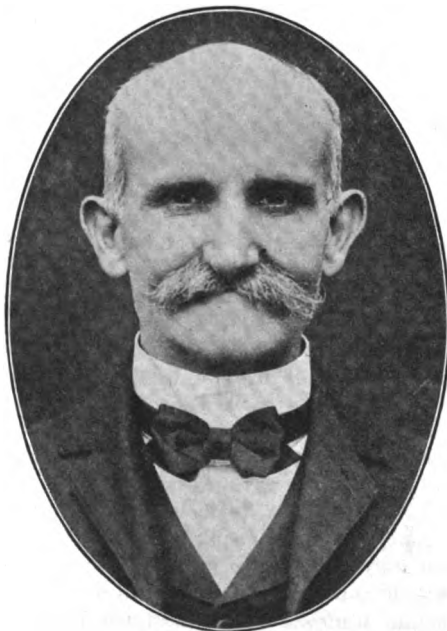
LANDOVER, MD., Aug. 21, 1917.

EDITOR JOURNAL: Bro. Augustus Rowe having reached the age of 65 years was

retired on a pension by his own request on account of failing health. It is a custom of the Division when a member is retired to present him with a Division medal, so it was arranged to hold a smoker in honor of Brother Rowe, at which the presentation would be made, also for the purpose of presenting Bro. S. J. Charters the Honorary Badge of membership in the Grand Division, he having rounded out the required forty years of continuous membership in the Brotherhood.

Brother Rowe began railroading when quite a young man as fireman on work-train, and was promoted to engineer in 1877, working his way up by faithful and intelligent service to the top, having hauled a high-class passenger train for twelve years. When his health began to fail he was assigned to easier runs, but after awhile he found he had to leave the road work, taking a light job in the motive power department which he held until reaching the age at which he was retired.

The occasion of the presentations to these veteran Brothers, which was done with all due ceremony, was one to be long remembered by all present. Brother Bowler made the presentations with very ap-



Bro. Augustus Rowe, Div. 160



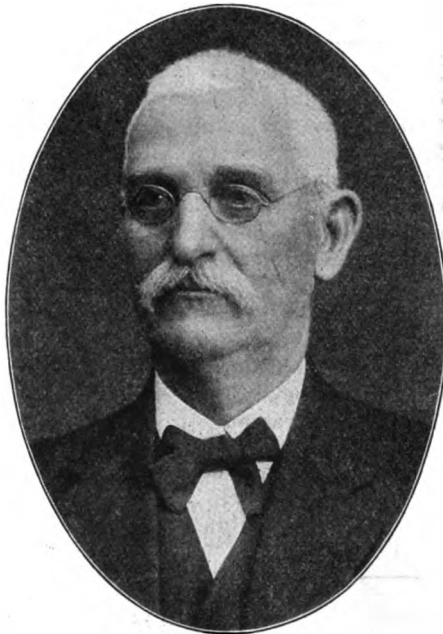
propriate remarks, and other Brothers entertained by speeches, making the occasion enjoyable for all.

Fraternally yours,  
W. C. JASPER, S.-T. Div. 160.

**Bro. H. G. Mills, Div. 360, Retired**

NORWALK, OHIO, Aug. 8, 1917.

EDITOR JOURNAL: I have recently retired from active railroad service. I often read in the JOURNAL the histories of veterans who have retired, or received the Honorary Badges, or have been shown



Bro. H. G. Mills, Div. 360

some other mark of respect, and no doubt these histories are often the means of reviving old friendships between men who have been friends in other days, and in writing my railroad life I hope it may be the means of bringing the fact to the minds of some old friends of the past that I am still on deck, and would be pleased to hear from some of them, some who no doubt I may never see again.

I was born in Donborton, Merrimac County, New Hampshire, Nov. 22, 1847. On July 3, 1865, I began railroad work wiping and firing extra on the Boston and Maine Railroad at Charlestown, Mass., going firing regularly in August of the

same year on a run between Boston and Reading, working from 15 to 17 hours for a day at \$47.00 per month. Later I changed to a run between Boston, Mass., and Haverhill, Mass.

In 1869 I was promoted and ran on the Boston and Maine until February 4, 1877, at which time the Boston and Maine strike took place. I then left that part of the country and drifted out into the "West" looking for work. Times were generally dull throughout the country and the Boston and Maine engineers being blacklisted anyway, made it impossible to get a job, so I returned to New England and the farm. In 1879, I got a job on the N. Y. & M. B. R. R., on Coney Island, and stayed there until 1881, coming to the Wheeling and Lake Erie Railroad on October 16th of that year, at which time the road was under construction. I remained with that company 35 years and 5 months, retiring March 8, 1917.

I joined Div. 61, B. of L. E., in Boston in 1870, and was transferred to Div. 40, Portland, Maine, in 1873, and from there to Div. 4, Toledo, Ohio, in 1882, later being again transferred to Div. 360, at Norwalk, Ohio, where I have been and am still a member since 1866, although the division location has been changed since from Norwalk, Ohio, to Massillon, Ohio. I took out a \$3,000 insurance in 1882, increasing it to \$4,500 as soon as it was possible to do so, and am also a member of the Pension Association, which I think every Brother should join. I received the Honorary Badge four years ago and am very proud of it.

I am living at Norwalk, Ohio, and have nothing to do but take care of the horse, cow and the chickens, and am enjoying good health. It would please me very much to have some of my friends write me for I am sure I cannot have outlived them all. Fraternally yours,

H. G. MILLS, Div. 360,  
259 E. Main St., Norwalk, O.

**Honors Shown Bro. Harry Hawker, Div. 486**

ALLANDALE, ONT., Sept. 6, 1917.

EDITOR JOURNAL: The JOURNAL has from time to time published histories of the lives of some of our old and honora-

ble members in Canada, but none of our Canadian Lodges can boast of any more ardent and enthusiastic member than Bro. Harry Hawker of Div. 486, Allandale, Ont.

Born in 1851, he came to Canada at the age of 17 years when the opportunities for energetic young men were never more opportune in this land of the "Maple Leaf."

After some months exploration of the then comparatively new country Brother Hawker entered the services of the Grand



Bro. Harry Hawker, Div. 486

Trunk Railway, as engine cleaner at Hadlow Cove, Province of Quebec, for you know the boys in the earlier days had to apprentice themselves in order to obtain the fundamentals of railroad work. Harry at once came to the fore, for in the following year, in 1871, he was advanced to fireman. In those days wood burners were used exclusively, and many an irksome trip can be recalled by Harry even to this day.

As a fireman he was successful, for three years later, in 1874, he was promoted to engineer. He continued in the employ of the Grand Trunk until 1882, when the slogan of "Go West, Young

Man, Go West," appealed to our respected Brother, so he severed his connection with this road and went to Winnipeg, Manitoba, entering the employ of the Canadian Pacific Railway.

After two years there he resigned, going to the Chicago, St. Paul & Omaha Ry., at Altoona, Wis., but worked there but a short time, returning to Toronto, Can., where in 1885 he entered the service of the old Northern & North Western R. R., since absorbed by the Grand Trunk R. R. He remained on this division during the remainder of his railroad career, or until pensioned in 1916, after having rendered 46 years of faithful and efficient service.

In 1888 the terminal was moved from Toronto to Allandale, and Harry was assigned to a passenger run from Allandale to Penetang, and continued on this run until his retirement. He is still young, and at present resides at Penetang. His favorite diversion is motoring with his family.

On Oct. 10, 1916, the Grand Lodge sent him his Honorary Membership badge, and on the same day Div. 486 gave him a morris chair which we trust will long be enjoyed by our distinguished Brother. The officers and members of Div. 486 thank our veteran Brother for his assistance in the past, and we all hope Harry will enjoy many years of health and happiness in the days to come.

Yours fraternally,

J. T. CLARK, S.-T. Div. 486.

### Bro. Augustus Brasted, Div. 633, Received Honorary Badge

WAUSAU, WIS., Aug. 29, 1917.

EDITOR JOURNAL: The first member of Div. 633 to receive an Honorary Badge was Bro. Augustus Brasted. The presentation was made by Brother A. O. Smith of Milwaukee, general chairman of the C. M. & St. P. System, at a banquet given by the wives of members of Div. 633 on August 26 in honor of Brother Brasted, after the regular meeting on that date was adjourned, and it proved an event long to be remembered by those fortunate enough to be present on the occasion.

Brother Brasted made a brief speech of acceptance in which he thanked all who had by their efforts or their presence even contributed to his honor.

The banquet was given in Eagles' Hall, and among the invited guests was Mrs. A. O. Smith, wife of the general chairman of the C. M. & St. P. The affair was most artistically arranged, the color scheme being white and green, which, together with the flowers and flags and other decorations was maintained as far as possible in the eatables as well, thus rendering everything harmonious.



Bro. A. Brasted, Div. 633

Brother Brasted, the recipient of these honors was born at Bridgeport, Vermont, December, 1844.

In 1856 he came to Wisconsin with his parents and located at Fond du Lac, attending school there until 1862 when he enlisted as a private in the 32nd Regiment, Wisconsin Volunteer Infantry, serving until 1865, when he received an honorable discharge from the service after a rather strenuous career, taking part in some of the most memorable and hard fought battles of the war.

Brother Brasted commenced railroad work as fireman on the Chicago & Northwestern Railroad in 1867, and was pro-

moted in 1870. In 1871, the Green Bay & Western Railroad hired an engine and crew from the C. N. & W., Brother Brasted being the engineer, and he worked on construction, laying iron from Green Bay, Wis., to New London, Wis., after which he remained in the service of the Green Bay & Wisconsin Company, being made roundhouse foreman at Grand Rapids, Wis., in 1873, a position he held until 1877, at which time the road went into the hands of a receiver. He then resigned, going to the C. M. & St. P. R. R., running on the Wisconsin Valley Division, where he may be found at the present time.

Brother Brasted joined Div. 185 at Janesville, Wis., in 1877, afterwards being transferred to Div. 13 at Lacrosse, Wis., and later to Div. 633 at Wausau, Wis., where he is still a member. He was Chief of this Division for over two years, and was its delegate to the Harrisburg Convention.

Div. 633 wishes to thank the ladies whose generous efforts contributed so much to the success of the happy occasion and to join in wishing Brother Brasted and his estimable wife many more years of life and happiness among their many friends.

Fraternally yours,

C. H. LATIMER, S.-T. Div. 633.

### Railroad Men's Home

HIGHLAND PARK, ILL. Sept. 1, 1917.

EDITOR JOURNAL: The following contributions were received at the Home during the month ended Aug. 31, 1917:

#### SUMMARY

Grand Lodge, B. of R. T.....	\$4268 29
Grand Division, O. R. C.....	606 64
Grand Division, B. of L. E.....	51 40
Grand Lodge B. of L. F. & E.....	40 00
B. of R. T. Lodges.....	96 75
Members of Lodge 667, B. of R. T.....	10 00
C. P. A. of Detroit, Mich.....	2 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
C. W. Herbert, Div. 608, B. of R. T.....	1 00
J. Degan, Div. 645, B. of L. E.....	1 00

\$5064 08

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Autumn Song

The stubble fields are growing brown,  
 The leaves are falling, falling,  
 And in the edges of the wood  
 The quails are calling, calling.  
 The oak is scarlet on the hills  
 In autumn's dreary weather,  
 And bonfires of the goldenrod  
 Light up the leaf-be sprinkled sod  
 Where asters, hazy as the skies,  
 To low, still winds lift dreamful eyes,  
 And russet ferns are whispering low  
 To all the fading things that grow  
 In wayside nooks together.

The ripened nuts are dropping down  
 In slow and tuneful patter,  
 And all through woodland ways we hear  
 Brisk squirrels chirp and chatter.  
 They watch their harvest as it falls,  
 While plaintively the plover  
 Among the stubble seeks to find  
 Something that summer left behind  
 And bluebirds, from their empty nest,  
 Make little flights to east and west,  
 And seem to sing of falling leaf,  
 And summer, with a reign too brief,  
 Among the dry brown clover.

The flowers of happy summer days  
 Are dead by roadside hedges,  
 Save some belated daisy blooms  
 Among the meadows' edges.  
 Oh, sad, sweet season of the year,  
 In Spring's bright balmy weather,  
 When larks come back to build and sing,  
 And high in heaven the bluebirds wing  
 Is flashing in the sun, as he  
 Drops down a rippling melody,  
 Will all sweet things that disappear  
 At this still twilight of the year  
 Come back again together?

—By E. R. E.

### School Days of Long Ago

After a long summer vacation, school-days have come again, and happy faced children are starting out with renewed vigor eager to begin the years work. The new books look inviting and though the zeal may wear off as the weeks go by, nothing can take away the glamour of that first day of school in September.

As I see the children on their way this beautiful glorious morning, the thought comes to me, "how little they realize the splendid advantages held out to them in this day and age."

And how glad we parents are, that every child in this broad land can, in some way, achieve anything to which they may aspire.

Every encouragement is given, and facility provided for the attainment of an education and there is no reason why this should not be a nation of scholars. Many of our ancestors, bright men and women, in the early pioneer days, were not given the opportunity of acquiring an extensive education and yet many rose to positions of honor and trust and to their integrity and loyalty we owe the heritage of this splendid country and the advantages given the youngsters of today.

One of these pioneers was General F. E. Spinner, an interesting character, of treasury fame. His faculties were fully preserved at ninety years of age, and in an issue of "College and School" he tells in an entertaining manner of his school-days in the Mohawk Valley. The school-boys and girls of the present day will be able to contrast their happy lot with General Spinner's. "The master, as a rule, was selected from the hands who worked on the farms in the summer and

taught school in the winter; not for the quality or quantity of his brains, but for his superior muscular development.

"His equipment consisted of a stout pair of coarse cowhide boots wherewith to discipline the big boys, a lot of rods, a heavy ferrule and a two-bladed pocket-knife, the larger blade he used for the trimming and cutting of rods and switches, and the smaller one, to make pens from quills out of the wings of a goose. A goose! fit emblem of all that pertained to an old time common school in the Mohawk Valley.

"Teaching in those early days was principally by induction, and it was induced by rod and ferrule. Old King Solomon, 'the wisest of men,' made the law that governed the old time common school. 'Spare not the rod,' was the edict at the home and in the school. 'Spare the rod and spoil the child' came from the pulpit, the schoolroom and the nursery.

"Perhaps this is the reason why I did not spoil, and that I am now, at the age of ninety years, so well preserved.

"The rod was never spared on me at home or in school, and now, with grown up great grand-children, I can truthfully say I have never, in all my long life, struck a child a single blow.

"I was licked enough to last through the whole four generations for myself and my posterity. I have found it safe through life to practice the reverse of what was taught me to do.

"Farm hands in those days received eight dollars a month and board. When employed in the winter as teachers, they sometimes managed to get a little more, but they were obliged to 'board round' with the parents of their pupils.

"The board usually consisted of johnny-cake for breakfast, corned beef and cabbage, or pork and sauerkraut, for dinner and seepaw and milk for supper. The lodging was a shake-down in the garret. Webster's Spelling Book, Columbian Reader, English Reader, Dabuld's Arithmetic and Lindley Murray's Grammar were the books mostly in use in those far-off days. The routine of the school exercises of that day was to commit to memory passages from the books, the meaning of which the pupil had no more

conception of than Nicodemus had of the second birth." May all the dear school children of today be happy in the realization of their many advantages, and profit greatly by the opportunities offered for higher education so that in time the world will be wiser and better in every way and war will be a thing unknown.

M. E. C.

### The White Heather of Scotland

Who finds keeps, is a saying common in the mouths of those who go out early upon the hills to look for white heather.

The searchers are many; but few find it. There is health though in the pursuit, so that the search itself is lucky; and it is so good natured as to be a deceptive plant.

The sprig here and there constantly deceives tourists on the hunt for it into thinking that they have stumbled upon real specimens. A blending of blue and purple is the familiar color of the heather flower; but it is to be found in delicate colors, and it is these that deceive the unknowing searcher. Passing along a Highland road that skirts the Grampians, I have been attracted a dozen times a day by a white patch on the heathery hillside. Some of the pale flowers I have even carried off in triumph, only to be convinced afterwards that I had made the common mistake.

Within eight miles of Balmoral Castle itself I have met a Highlander who had lived there all his life, and yet had never seen a sprig of real white heather on the hills he traversed every day. It was not that he never looked for it; for every Highlander knows that it brings rare good luck to the finder, and that the luck can be passed on to his friends.

Except in color the white heather does not differ from that which covers all the Highland hills.

It is the ordinary flower; but in its virgin whiteness it stands out among the clumps of purple like tiny sprays of snow.

They say, that in the far north the sheep, hardy devourer of the tender stem of the heather, coming across it in their grazing, avoid harming it, and that the

grouse have never been known to crush it with their wings.

There are three kinds of heather common in the Highlands, and each sends up now and then a pure white sprig in miles of purple.

The variety known as fine-leaved heather has dark green leaves which grow in threes around the stem; while the cross-leaved heather, which is rarer, has a bluish tinted flower that grows round the stem in fours.

Much more luxuriant than either is the ling, or common heather, whose big purple flower—not pitcher-shaped, like the others—is the most familiar of all sights on the hills.

Burns, like many another Scotch poet, sings of the "blue heather bell." In all likelihood he never saw the white heather glinting among the purple; for the hills that Burns knew were those of the Lowlands, and we never heard of the white heather being found on them. On the other hand, we have been shown a whitish-red flower gathered on a Galloway moor which the possessor carried about with him as a charm. If it spurred him on to nobler deeds, its possession was doubtless lucky; but strictly speaking, it is only the snow white heather that acts as a talisman. All three kinds of heather grow in profusion in the neighborhood of Balmoral, and the white bloom in each variety has the same meaning and value.

### A Talk About Beauty

Is beauty evanescent? You reply at once. Of course it is. All things fair must fade away. Wise men are never tired of keeping this fact before our eyes, and nature yearly gives us a living example.

Autumn withers the bright green of summer, and winter in turn covers the yellow and bronze of autumn with a mantle of snow. It is true that spring and summer come again, but it is not the spring and summer that is past.

Wise men are right in calling attention to the fleetingness of all that is bright and beautiful in this world, and that is why it is right and proper to make beauty last as long as possible.

This fact is peculiarly applicable to female beauty and comeliness. The healthful adornment of the person is a duty girls owe to themselves as well as those with whom they come in daily contact. Beauty is a heritage which is rarely valued as it should be until it is lost, and, unlike wealth, once lost, it can never be regained. Although beauty is really evanescent, it need only be slowly so, as time wears on, the rose may leave your cheek and the light fade from your eyes to some extent, there are ways and means of retaining both for a far longer time than most people dream of. To begin with, most girls before they are out of their teens actually waste beauty's bloom.

The first wrinkle is such a long distance away, they cannot help feeling that youth and loveliness will always be their lot, so they take few if any precautions to preserve their natural health. I have known school girls who sat up night after night until 10 or 11, or maybe 12 o'clock singing, dancing or playing games, to rise in the morning at 6 for an hour's practice on the piano, then household duties, followed by the day's schooling, and at night another three or four hours of so-called pleasure.

Can it be wondered that such girls feel and look old before they are 20? Even when they are out of their teens they are beautiful, of course, but if they still go on turning a deaf ear to the dictates of reason, still go on disobeying the golden rules of health, a day comes, far sooner than they could have expected, when they are rudely awakened to the fact that other people consider them no longer young.

Complexion is the first point of beauty that suffers from age or ill-health. Now complexion does not mean white and red. The Spanish girl has neither, yet her complexion is lovely. It means that the skin should be smooth and free from blotches, pimples or eruptions of any kind, and also free from wrinkles. Plenty of sleep, cleanliness and a healthy diet will do wonders toward preserving the complexion. There is something else conducive to beauty, and that is a cheerful mind.

Have you any idea how the complexion

fades, the eyes become dull and wrinkles form when you worry and fret? Possibly you have never given it a thought that a frown is an incipient wrinkle. Look at yourself in the glass the next time you are angry and worried and notice how your face is distorted and how old it makes you look. Of course you have your trials and drawbacks, but that is no reason why you should spoil your beauty.

Cultivate a habit of looking on the bright side of life, restrain all fits of ill-temper and violent crying, and don't wrinkle your face 20 times a day because things are not going exactly in the way you think they should.

This is mild medicine, and I am sure you will find pleasure in taking it. Assuredly it is worth trying. GRACE UPTON.

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### A Modern Woman's Obituary

Here lies a poor woman who always was busy,  
She lived under a pressure that oft made her dizzy;  
She belonged to ten clubs, she read Browning by sight,

Shown at luncheons and teas, and would vote if she might.

She served on the school board with courage and zeal,  
She golfed and she kodaked, drove an automobile;  
She read Tolstoi and Ibsen, knew microbes by name,  
Approved of Delsarte and loved to shoot game.

Her children went in for high education,  
Her husband went seaward for nervous prostration,  
One day, for an hour, she found herself free,  
The shock was so great that she died instantly.

CONTRIBUTED.

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### After the Vacation

One advantage of a vacation that we often overlook is that it makes a man glad to get back to work again. There's more joy in coming back to the work than there was in going away from it. A great many persons discover that every year; learn that, after all, there is joy in work; and there's nothing like a vacation to teach it to a man.

The wise employer tries to arrange that each of his workmen shall have a vacation once a year, a vacation of at least two weeks. That is long enough, generally, for any man or woman to grow tired of loafing.

A fellow is apt these days to roll over in bed in the morning, look out at the

gorgeous oranges and crimsons and purples and blues of the sunrise on the eastern sky, sniff the cool scent of green things washed in dew, and complain:

"Oh, how I wish the time would ever come when I wouldn't have to go to work a morning like this."

He believes that if he could live a whole summer, just one whole summer, without having to work, he would be the happiest man alive. But two weeks of it is usually enough to work a cure. Gradually it dawns upon him that doing nothing, just plain loafing, is harder than work. He begins to yearn for occupation, for the work with hand or brain that he has been doing.

All the philosophers and poets and thinkers and teachers and prophets have preached to us the value of work until it has become a platitude, but like nearly all platitudes it is true. Nothing in the world is better for us than that we have to work. —*Kansas City Star.*

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### School of Instruction at Albany

On May 26, Div. 88 of Albany and Rensselaer Div. 358 held a joint school of instruction in Eastern Star Chapter House, Albany, N. Y. As each Sister registered she was given a tiny silk flag as a souvenir. We were pleased to have with us Sister Murdock and Sisters Cook and Miller of the Grand Office.

Representatives of nearly every Division in the State of New York were present, also from Divisions in Massachusetts and Pennsylvania.

The school was under the supervision of the Grand President and the ritual work was exemplified by Divisions 88 and 358.

A special G. I. A. drill was presented by members of Div. 88 under the direction of past president Sister Truax and at its close all joined in singing "Star Spangled Banner."

Florence Humphrey, daughter of our past president, sang an original solo entitled, "The G. I. A." which was well received.

Sister Murdock gave a very interesting talk in regard to the Orphans' Fund and the good that is being accomplished by it.

All Sisters responded brilliantly when

told that the collection to be taken up would be donated to that fund.

Gold pieces were presented to the Grand Officers, and Sister Miller A. G. V. P. presented the Grand President with carnations.

The ladies of the O. E. S. served the dinner in their spacious dining hall which was appreciated and enjoyed.

At the close of day Div. 358 sang, "Good Night, Good Bye, God Bless You," which was appropriate and touching. We hope to meet again in the near future.

COMMITTEE DIV. 88.

### Girls of Today

"I don't know what the world is coming to; girls were not allowed to do the things in my day that they are allowed to do now." Of course the conversation took place between two women well along in years—and who have forgotten much of their girlhood days. But they were earnest in their conversation, and I couldn't help hearing it.

"When I was a girl they wouldn't allow me to go with a boy anywhere without a chaperon. We were not allowed to stay out till twelve or one o'clock. Our beaux had to leave at ten. We didn't think of dressing the way they dress now. Why, we were not allowed to meet the boys at all except at home"—and a lot more along the same line, as if the girls of today were on the way to perdition.

Dear, good women of the past, the girls of today are going to come through all right, even as you came through all right. The race is not degenerating. The times are changing, and the girls are changing along with the times, but all is well. There was a good deal of foolishness when you were girls—a great deal of silly nonsense about girls not being able to take care of themselves. Many of the customs and practices of the past were erroneous, and were not an improvement over the customs and practices of today.

You of yesterday have forgotten much. You have forgotten some of your love affairs. You have forgotten how the red-headed boy by your side on Sunday evening used to drive with one hand, even

as the boys of today steer the motor with one hand. You have forgotten the notes you used to write to the boys at school. You have forgotten the dark nights when you went the longest way home from church.

The girls of today will be the mothers of tomorrow, as patient and as good as you mothers of yesterday. They will come through all right, the vast majority of them, with here and there a fallen one, even as there was here and there a fallen one in the days of the past.—*Dispatch.*

### When a Woman Rises to Sing

The string quartet struck up "Star Spangled Banner" at the Children's hospital benefit luncheon. The crowd arose in reverence. That is, the men did. Throughout the first verse the women were bobbing up and down reaching things. Most of the men could not understand the proceedings, but one very observing young man remarked as a distinguished young lady arose on the chorus and lifted her voice high in song:

"No wonder. I watched her when she sat down. First she placed her purse and a neat little package in her lap. Then her muff on top of that. Next came her vanity bag from her wrist. It went into her lap. Then the gloves peeled off. They went into her lap. And finally when the air became a bit oppressive off came her fur neckpiece to join the others. A handkerchief fluttered. It went into her lap. When the burst of patriotism came, naturally the lap was forgotten. She stooped 14 times but now the treasures are all collected and lie peacefully on the chair behind her. Who wants to be a woman?"—*The Scrap Book.*

### Nothing Without Something Else

A magazine writer calls our attention to the fact that if somebody hadn't developed the gas engine we wouldn't have any automobiles, and probably supposed he was giving the world a new thought. The truth is, we couldn't have anything without something else. We couldn't have meat if we had no grain or grass,



and we wouldn't have skyscrapers if we had no elevators.

The whole world is knit together in a web that will hold water. It is tied and interlaced until it can't be untangled. Nothing is as it would be had something slipped a cog a thousand or a million years ago.

A headstrong boy was whipped by his father in some foreign land, and the lad ran away and came to America. Or the pigs got into the potato patch and ate all the potatoes and the family decided it could do better in this country—and it came here. And the headstrong lad and the family whose potatoes were rooted up by the hog have changed America from what it would otherwise have been.

We are what we are today because of everything that has gone before, because of every human being that has lived on the face of the earth. The fact has become so well understood it seems trite and unnecessary to state it. But when we find a fellow calling attention to the fact that we wouldn't have automobiles if it had not been for the development of the gas engine we feel like calling his attention to the further fact that he wouldn't be here on earth if Adam had remained in the Garden of Eden ten minutes longer.

### More Truth Than Poetry

BY JAMES J. MONTAGUE

Economists say that the half of an apple,  
A carrot or two and a ham bone saute,  
An ounce of oatmeal and a square inch of scrapple,  
Will keep us alive—on a quarter a day.  
They say we'll grow fat on this sort of diet,  
And though it is far from our wish to be rude,  
We rise to reply that we wish they would try it—  
For our part, we'd rather have food.

Economists say we could bring down expenses  
By cutting out overcoats, muffers and such;  
Some day, they opine, we will come to our senses  
And not wrap our forms up in clothing so much.  
Well, they may go strolling in bathing attire,  
Whenever they please through a midwinter storm;  
Or even wear nothing, if so they desire,  
But we would far rather keep warm.

We can get along on the precepts they set for us;  
Half-starved and half-frozen we still will survive.  
But not an economist offers to get for us  
A thing that repays us for being alive.  
We know we'll exist on a few thousand calories,  
But what a big hit these good people would make,  
If only they'd show some way that our salaries  
Would now and then buy us a steak!

### The Women of Babylon

According to Babylonian tablets, inscribed 3400 years ago, but recently translated, a woman was employed by a business concern of that city at the same salary that had been paid to the man she displaced. This incident is believed by Dr. Albert V. Clay, of Yale university, the translator, to be typical of the industrial and legal status of women at that time. Other tablets reveal the fact that husbands were severely penalized, four thousand years ago for cruelty to their wives, and that woman's social status was high. Speaking of the man who lost his job to a woman at the same pay, Dr. Clay said:

"No doubt he went home and told his wife that things were in a pretty state when a woman got a man's job at the same pay and that in the good old days of his grandmother women were content to stay at home, where they belonged. And he probably added that these modern women were the limit, and let it go at that."

Is there nothing new under the sun?—  
*From the Scrap Book.*

### The Need of Friends

It is a curious circumstance that some narrow lives are content to crowd out the love of one here and one there, a friend or two, a family, a town, a country, for the sake of great possessions. There is, of course, the solace for wounds that have been dealt in looking at a picture as in hearing a sonata or a nocturne. But there is no substitute for a human being; no sound to take the place of the voice that is still. This world was so fashioned that "clay of the pit whence we were made yearns to its fellow clay," and interdependence is the rule. We cannot get along without one another. Perhaps we think we can, and we try it awhile, but the forlorn experiment collapses in a failure. No man was yet so proud or strong that he never needed help, and that at times he did not lean. He presents the necessary worldly aspect; he wears the buckled armor over vulnerability; but find the hidden spring and you will know how human he is. We

are so much alike. Tell the truth once about yourself, and you are saying what is so about thousands of others. Confess and your lonely cry is the voice of a universal acknowledgment. Let one man tell accurately what he does and is and thinks—if he dares—and he is writing not merely his own diary but the biography of his tribe.

"Things never yet created things," says Brother Rudyard, who has sooner or later wrapped the exactly pertinent phrase round nearly everything we know and every type of person. You can't live, and live on things entirely; the body may thrive while the soul is starving, but it is not life in a true, fine sense till the twain travel the road together, and the material feeds and serves the souls imperial dominion. — *Philadelphia Ledger*.

### The Faithful Engineer

BY JOSEPH WEST, PASS. ENG.

He passes for many years around rugged mountains and over dangerous precipices, through pleasant valleys, both by day and by night, with his hand upon the throttle and his eyes upon the track, and is guarded by the Great Jehovah.

Life is a crooked railroad,  
And the engineer is brave,  
Who can make a successful trip  
From the cradle to the grave.  
There are stations along it  
Where, almost any breath,  
You will be plagued to stop your engine  
By the Passenger of Death.  
You may run the grades of trouble  
Many days and years with ease,  
But time may have you side-tracked,  
By the Switchman of Disease.  
You may cross the bridge of manhood,  
Run the tunnel long of strife,  
Having God for your Conductor  
On the lightning train of life,  
Always mindful of instruction.  
Watchful duty, never lack;  
Keep your hand upon the throttle,  
And your eyes upon the track.

Name your engine, "True Religion,"  
When you're running, day or night;  
Use the coal of Faith for fuel,  
And she will always guide you right.  
You need never fear of sticking  
On the up-grade, along the road;  
If you've got Hope for a fireman,  
You can always pull the load.  
You will often find obstructions  
By the cunning devil lain,

On a hill, a curve, or some place,  
Where he will try to ditch your train:  
But you needn't fear disaster.  
Jerk her open, let her go!  
For the King who ruleth all things,  
All his plans will overthrow.  
Put your trust in God the Saviour,  
Keep a-going, don't look back;  
Keep your hand upon the throttle,  
And your eyes upon the track.

When you've made the trip, successful,  
And you are at your journey's end,  
You will find the angels waiting,  
To receive you, as a friend;  
You will approach the Superintendent,  
Who is waiting for you now,  
With a blessed smile of welcome,  
And a crown to deck your brow.  
Never falter in your duty.  
Put your faith and hope in Him,  
And you will always find your engine  
In the best of running trim.  
Ring your bell and blow your whistle,  
Never let your courage slack;  
Keep your hand upon the throttle,  
And your eyes upon the track.

### Seeing Straight

Visitors to the ancient abbey at Dunfermline, Scotland, will recall a curious optical delusion. Standing at a certain point, several of the carved pillars in the nave appear to slant, while in truth, they are perfectly perpendicular.

There are many things which prevent people from seeing straight in matters of right and duty. Of these none is more common than the love of money. The silversmiths of Ephesus, who stirred up a riot against Paul because his preaching interfered with their profits, have always had many followers in every land. Let the greed of gain root itself in the heart, and it gives such a twist to the whole nature that nothing can be seen at its right angle. — *East and West*.

### Why the Chinese Oppose Railroads

The great drawback to Chinese railroad building is not due to the imperial laws or governmental opposition, but to the national veneration of the dead.

The biggest crop produced by the land of the Celestials is its crop of grave mounds. They are of the size and shape of a good sized hay-cock, and are usually covered with grass. All over the great plain and in the neighborhood of every

city and village you will see fields of these mounds.

Upon them the donkeys and the buffaloes feed, and in most cases there is no stone or slab to mark the name of the ancestor who rests beneath. Over each of these graves is supposed to hover a ghost, and connected with every Chinese family there is a spirit which regulates its daily life.

This spirit is called the Fungsui, and the Chinaman thinks that the most terrible thing will happen if it becomes displeased.

He believes that it is opposed to railroads, and that it would resent the building of one near its own particular grave-mound, and this, curious as it seems, is one of the greatest influences against railroad building in China.

#### Notices

THE fourth Indiana State Meeting will be held in Elkhart, Ind., Tuesday, Oct. 16, in Odd Fellows Hall, with Div. 143. All members of the G. I. A. are cordially invited to attend. Meeting called at 10 a. m.

MRS. F. M. SIMMS, Pres.

MRS. B. B. IDE, Sec.

THE Ohio State Meeting will be held with the Division at Conneaut, O., on Wednesday, Oct. 31. Meeting to be called at 10 a. m. Each Division in Ohio is earnestly requested to send representatives, as many as possible, that we may make this a banner meeting. All G. I. A. members are invited.

MRS. M. E. CASSELL, Pres.

MRS. F. M. HOWARD, Sec

DIVISION 99, Boston, Mass., will hold a union meeting on Wednesday, Oct. 31, in Chipman Hall, 88 Tremont street. Meeting to begin at 10:30 a. m. The Grand President is expected to be with us. All members are cordially invited.

SEC. DIV. 99.

THE Auxiliaries to the four train Orders of the transportation service of the Pittsburgh, Pa., district, will hold a joint meeting in Moose Temple, 628 Pennsylvania avenue, Pittsburgh, Pa., on Oct. 11. Hall will be open at 9 a. m. eastern time.

Afternoon meeting called for 1:30 p. m., and the evening meeting at 7:30.

All members and all those eligible to membership are invited to attend.

MRS. HARRY KEENAN, Chairman.

#### Division News

DIVISION 347, Portage, Wis., enjoyed a picnic in August, at the home of Sister Mills in Madison. At her kind invitation, a large delegation of happy members of Div. 347 went to her home and enjoyed a picnic on the lawn.

Sister Mills is one of the oldest and most faithful members of Div. 238, and is just recovering from a serious injury. We took her our congratulations, as every member of our Division has a big, warm spot in her heart for Sister Mills, and we are always pleased to see her. Everyone enjoyed the picnic dinner, and the afternoon was spent in visiting and sight-seeing.

When departing for home we left our best wishes for our hostess, hoping that she may enjoy many years of a useful, happy life.

PRESIDENT DIV. 347.

WINNEBAGO Div. 451 and Spring City Div. 146, Fond du Lac, Wis., will hold a Joint Union meeting Wednesday, November 21st, at Armory "E." All Sisters will be welcome.

SECRETARY.

DIVISION 492, McKinley Park, Ill., is prospering nicely at the present time. Several members were added to our roll the past year, while we lost a few by transfers, withdrawals and death.

Each month we hold a dime social for members and friends, half of the proceeds is to be used to send our delegate to the next convention on a first class ticket, so she will not be switched off on some siding to a second or third class hotel.

The social we gave in August was well worth the money including a bride's cake and ice cream. The entertainment of the afternoon was in the nature of a rainbow wedding, Sister Hamm acting as the bride and Sister Stewart as the groom.

Sister Jennie Boomer performed the ceremony, and it was all done in style with bridesmaids and a ring bearer. The dress and veil which the bride wore trailed

on the floor at least two yards and must have come over in the Mayflower. If some of the many stay-at-homes would come out to these little affairs they might get well enough acquainted with the members to say "good afternoon." G. A.

THE members of Div. 99, Boston, Mass. will long remember the enjoyable outing enjoyed the past summer at the home of Sister P. P. Getchell, at Kennebunkport, Maine. We boarded the train in Boston and upon arriving at our destination we found autos in waiting which conveyed us to the home of Sister Getchell where a cordial welcome was accorded us. It was noontime and we had our appetites right with us, so we were invited to the dining room, where we enjoyed a fine dinner.

The afternoon was spent in pleasure, and Sisters Palmer and Spofford entertained with selections of music.

Before departing for home a buffet luncheon was served and three cheers were given Sister Getchell for her kind hospitality.

We are now getting ready for the Union meeting to be held here Oct. 31st, at which time we hope to have the honor of having with us our Grand President Sister Murdock and A. G. V. P. Sister Cook.

We trust that many G. I. A. Sisters will avail themselves of this opportunity to meet and hear these Grand Officers.

COR. SEC., Div. 99.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Oct. 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Sept. 30, 1917.

#### SERIES A

##### ASSESSMENT No. 356

Jersey City, N. Y., July 5 1917, of cerebral apoplexy, Sister Mary Higson, of Div. 487, aged 64 years. Carried two certificates dated April, 1900, payable to Sarah C. H. Crabtree, friend.

##### ASSESSMENT No. 357

McMechen, W. Va., July 15, 1917, of hasty consumption, Sister Nettie Stillwagon, of Div. 208, aged 87 years. Carried two certificates, dated Nov. 1916, payable to James Stillwagon, husband, Robert Kincaid, father, Amelia Stillwagon, mother-in-law.

##### ASSESSMENT No. 358

Buffalo, N. Y., July 25, 1917, of cerebral apoplexy, Sister Francis Stoddard, of Div. 232, aged 60 years. Carried two certificates, dated March, 1896, payable to Estella Coppernith, daughter.

##### ASSESSMENT No. 359

Scranton, Pa., July 27, 1917, of cancer, Sister Charlotte Tingley, of Div. 82, aged 59 years. Carried one certificate, dated April, 1906, payable to Minta E. Tingley, daughter.

##### ASSESSMENT No. 360

Madison, Wis., July 29, 1917, of paralysis, Sister Amy Hawkins, of Div. 238, aged 70 years. Carried two certificates, dated March, 1898, payable to Ed, Bert, Grace, Mary, Ida, Alice and Amy Hawkins, children.

##### ASSESSMENT No. 361

Toledo, O., July 30, 1917, of Bright's disease, Sister Libbie Silliman, of Div. 391, aged 62 years. Carried two certificates, dated Feb., 1894, payable to Wm. Silliman, husband.

##### ASSESSMENT No. 362

Wichita, Kans., Aug. 7, 1917, of myocarditis, Sister Mary E. Spencer, of Div. 400, aged 73 years. Carried one certificate, dated June, 1896, payable to C. H. Spencer, husband.

##### ASSESSMENT No. 363

Pottsville, Pa., Aug. 10, 1917, of heart disease, Sister Emily K. East, of Div. 82, aged 47 years. Carried one certificate, dated May, 1908, payable to Walter East, husband.

##### ASSESSMENT No. 364

Montgomery, Ala., Aug. 12, 1917, of toxemia, Sister Ella Sherman, of Div. 207, aged 43 years. Carried two certificates, dated Sept., 1906, payable to Edward Sherman, husband.

##### ASSESSMENT No. 365

Chattanooga, Tenn., Aug. 22, 1917, of tuberculosis, Sister Mary Musgrove, of Div. 176, aged 45 years. Carried two certificates, dated June, 1896, payable to David Musgrove, husband, and Margaret Wrathall, mother.

##### ASSESSMENT No. 366

Philadelphia, Pa., Aug. 24, 1917, of heart disease, Sister Sarah Willaner, of Div. 258, aged 77 years. Carried two certificates, dated Feb. and Dec., 1894, payable to Wm. Willaner, nephew.

##### ASSESSMENT No. 367

Tamaqua, Pa., Sept. 1, 1917, of Bright's disease, Sister Ella Durkin, of Div. 828, aged 53 years. Carried one certificate, dated April, 1912, payable to P. F. Durkin, husband.

##### ASSESSMENT No. 368

Camden, N. Y., Sept. 8, 1917, of myocarditis and asthma, Sister Florence A. Kennedy, of Div. 189, aged 48 years. Carried two certificates, dated March, 1910, payable to Michael Kennedy, husband.

Members will pay their Insurance Secretaries on or before Oct. 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 321A, 322A, and 323A—11,882 in the first class, and 6,344 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1637 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### CARE OF AIR PUMP

**Q.** My engine has just come out of the shop, where a new air pump was applied, and it works fine, and desiring to keep the pump in good condition would ask what you consider the proper method of caring for a pump? J. R. B.

**A.** After a good working injector, the engineer has no better friend than a good working air pump, and for this reason it should be given proper care at all times. Before starting the pump, inspection should be made to see that all bolts are tight, holding pump bracket to boiler, also pump to bracket; that air strainer is open and free from dirt; that piston rod packing glands are tight, and that a clean, well-oiled swab is applied to the piston rod. This inspection is very important, as where pump bracket bolts are loose, the pump will pound, and may cause the breaking of both steam and air-pipe connections to pump. One of the most serious leaks is through the air cylinder stuffing box where the piston rod packing is not properly maintained, as it not only decreases the air delivered, which calls for faster speed, increasing the heating, but it also causes pounding of the pump, through loss of cushion on the up stroke. It is evident that a pump cannot compress more air than it draws in, which points out the importance of keeping the strainer clean, as even a partially stopped up strainer will greatly reduce the capacity, especially where the speed of the pump is fast. The drain cocks should be opened whenever the pump is to stand idle for a time, the same as the cylinder cocks of the engine, and after starting the pump, until the water of condensation has worked out, when they should be closed. In starting the pump always run it slowly until it becomes warm, and until there is sufficient pressure in the main reservoir to provide an air cushion.

The steam valve of an air pump, unlike the steam valves of the locomotive, is not given lead; therefore, the pistons are not cushioned by the pre-admission of steam to the steam cylinders, and for this reason the pump should be worked slow until a main reservoir pressure of 30 or 40 pounds is obtained, after which the compressed air, in the clearance space of the air cylinder, will act as a cushion to ease both steam and air pistons to the end of the stroke. At this time the drain cocks should be closed, and the steam valve opened sufficiently to run the pump at the proper speed, according to the work required, keeping in mind that racing will cause the pump to heat. As soon as the drain cocks are closed, the steam cylinder lubricator should be started and allowed to feed 10 or 15 drops freely, then regulate the feed to about three to five drops per minute. It may be found that more or less than this amount will give the desired results, much depending on the condition of the pump, work required, and the quality of the steam. How often is it seen, where the engineer will increase the amount of oil to the main valves and cylinders of the locomotive, account of foaming, and give no heed to the steam cylinder of the pump, yet this pump is taking steam from the same boiler. Lubrication of the air cylinder is indeed a problem, and calls for most careful judgment, as to *how often* a cylinder should be oiled. Where insufficient oil is used the pump will heat, thereby decreasing its capacity, as well as causing rapid wear of the packing rings and cylinder walls. Where too great an amount is used it will cause the gumming up of the air valves and passages, and may be carried back into the brake system, where it will invariably cause trouble. It may therefore be said that no fixed rule can be given as to how often the air cylinder should be lubricated, but in every case only a small amount of oil should be used at one time. Different means are provided for oiling the air cylinder, many railroads having adopted the sight feed lubricator fitting, which is connected to the oil reservoir of the main lubricator; and possibly, the only fault to find with this device is, it is too conven-

ient for the engineer who believes that "if a little is good, lots is better." One of the abuses the pump is subjected to is where it is allowed to run while the engine is over the ash pit, where hot gases and ashes are drawn into the air cylinders, destroying the lubrication, besides clogging up the air passages. Another abuse of the pump is oiling through the strainer. Where this is done too much oil is generally used, causing the gumming up of the air valves and passages, particularly the receiving valves. Racing the pump is another abuse, and a very common one. Many engineers believe that the faster a pump is operated the less time will be required in charging a train; and this would be true, were it not for the heating of the pump. It must be remembered that in the compression of air heat is created, and where the pump is run at excessive speed sufficient time will not be had for the heat to radiate, consequently the air cylinder will heat to a very high temperature. From this the question might be raised as what may be considered the proper speed for an air pump? Numerous tests have been made to determine this, and it has been found, where a pump is making from 120 to 130 single strokes per minute good results are obtained. It is considered good practice to clean the air cylinder and its passages at least every three or four months by circulating through them a hot solution of lye. This should always be followed by sufficient clean, hot water to thoroughly rinse out the cylinder and passages, after which a liberal supply of valve oils should be given the cylinder. Remember, kerosene or other light oils should never be used to clean the air cylinder.

#### TRAIN BRAKES SLOW IN RELEASING

**Q.** I am running an engine in freight service, and we handle from 30 to 45 cars in our trains, and I would like to ask for a little information in regard to brakes. My engine has the Westinghouse E-T equipment and 11-inch pump, and quite often we make an application of the train and engine brake and release without stopping. Now in some cases the brakes release promptly, while again they are very slow in releasing, and I would like to ask the

cause of this. We carry 70 pounds brake pipe and 100 pounds main-reservoir pressure, and 130 pounds, when the brake valve is in lap position. G. R. L.

**A.** Where the same main reservoir pressure is carried and the brake pipe free from obstruction there is no reason known to the writer why the brakes on one train should release more promptly than on some other train of the same length, unless the cars in some of your trains are equipped with the H type of triple valves while others have the K type. The K triple valve has two release positions known as full release and retarded release. Which position it will assume, depends upon how the brake-pipe pressure is increased. It is well known that in releasing the brakes, the rapidity with which the brake-pipe pressure increases on any car is dependent on the position of the car in the train. Those cars toward the front, receiving the air first, will have their brake-pipe pressure raised more rapidly than those in the rear. Where a prompt rise of brake-pipe pressure is had, that is the brake pipe is built up more rapidly than the auxiliary reservoir can be charged, the K triple valve will move to retarded release position, and the brake will start to release through a small port, thus delaying the discharge of air from the brake cylinders to the atmosphere. In this way the brakes on the cars whose triple valves have moved to retarded release position will require a longer time to release than those on cars whose triple valves move to full release position, where there is a full opening of the exhaust port. Retarded release may be had on the first 25 or 30 cars in the train, meaning that the brake-pipe pressure can be raised quickly enough this far back in the train to cause the triple valves to move to retarded release position; whereas, beyond this point, due to the slower rise of brake-pipe pressure, the triple valves will move to full release position, in which the brakes will release as rapidly as with the old type of triple valves.

#### E-T AND L-T EQUIPMENT

**Q.** Will you please explain in a general way what is the difference in operation

of the distributing valve used with the E-T equipment and the control valve used with the L-T equipment? R. L. G.

A. In automatic applications, both in service and emergency, there is practically no difference; both devices being affected by the rise and fall of brake-pipe pressure, and both supply main reservoir air to the locomotive brake cylinders in an application of the brake. There is however, a difference of method in obtaining an independent application, as with the E-T equipment, the distributing valve controls the flow of air to and from the brake cylinders; while with the L-T equipment, the control valve takes no part in an independent application. In an independent application, with the latter equipment, main reservoir air at a reduced pressure, is admitted direct to the brake cylinders through the independent brake valve, the same as with older types of straight air brakes.

An exception may be cited to the statement made that there is no difference in the operation of the two valves in an automatic emergency application, as with the distributing valve, in emergency position, the application chamber is cut off from the application cylinder; while with the control valve, the control reservoir is not cut off from the chamber above the application piston. This however does not change the principle of operation, but simply furnishes a means for a quicker buildup of brake-cylinder pressure in emergency, with the E-T equipment.

#### BLOW AT EXHAUST PORT L TRIPLE VALVE

Q. Will you please state the cause and effect of a blow at the exhaust port of an L triple valve, both when the brake is set and released? A. L. M.

A. The following defects will cause a blow at the triple exhaust port when the brake is released: Leaky graduating valve; leaky slide valve; leaky emergency valve; leaky check valve case gasket, or defective triple valve gasket. Leakage past the graduating valve or slide valve will cause a loss of auxiliary reservoir air, which may result in a release of the brake, when a partial application is made. Leakage past the emergency valve, or check valve case

gasket, will cause a loss of brake-pipe air, and will have a tendency to set the brake with greater force than intended when a partial application is made. Leakage past the triple valve gasket may cause a loss of either brake pipe, auxiliary, or supplementary reservoir air, and in case of auxiliary leakage may cause the brake to release following a partial application; whereas, if the leakage be from the brake pipe or supplementary reservoir, the tendency will be to increase the brake-cylinder pressure above that which should be obtained for the reduction made. Leakage past the check valve case gasket, emergency valve, or triple valve gasket is cut off from the exhaust port whenever the slide valve has moved from release position; leakage past the graduation valve or slide valve will cause a blow at the exhaust port in any position of the triple valve.

#### EFFECT OF LEAKAGE ON THE PRESSURE OBTAINED FROM A GIVEN ADJUSTMENT OF THE FEED VALVE

Q. Will you please answer the following question on the action of the feed valve: When our engines leave the roundhouse we have 70 pounds brake pipe and 100 pounds main reservoir pressure, these being the standard pressures on our road, but when coupled to a train we cannot always get 70 pounds in the brake pipe unless a change is made in the adjustment of the feed valve. Now will you please say if it is possible to obtain the 70 pounds without screwing up on the feed valve; and is this trouble due to the size of the supply port in the feed valve; size of main reservoir; size of air pump; length of train or amount of brake-pipe leakage? In trying to figure this out I have often wondered if increasing the size of the supply port would not give the feed valve a greater capacity and thereby overcome this trouble. If you can give me any information on this it will be greatly appreciated, as this trouble is not confined to any one of our engines, but is general. I might add that the amount the feed valve has to be screwed up will vary with the different trains, and in some instances, with the adjusting screw turned up as far as it will go, the full pressure cannot be obtained. R. R. L.

A. In trying to find an answer to your different questions let us first define the duties of the several parts which you have mentioned.

The duty of the air pump is to furnish compressed air at some given main reservoir pressure, for use in all air operated appliances on both locomotives and cars; and where this pressure is maintained the air pump has fully performed its only duty. The purpose of the main reservoir is to furnish a cooling chamber as well as a catch basin for moisture, oil and dirt that is found in the air; therefore it takes no part in obtaining or maintaining the brake-pipe pressure. The purpose of the feed valve is to supply air to, and govern the pressure in the brake pipe when the automatic brake valve handle is in either release or holding position, and this it will do up to the amount of its adjustment and capacity. The purpose of the brake pipe is to connect the automatic brake valve with the distributing valve on the engine and all triple valves on the cars in the train, and incidentally furnish a means for leakage of compressed air to the atmosphere; and it is this leakage, when excessive, that places a hardship upon the feed valve.

Your question, "Will a feed valve adjusted at 70 pounds charge the brake pipe to this amount," is answered in the statement that your engines leaving the round-house have 70 pounds brake-pipe pressure.

Now if a feed valve will furnish 70 pounds pressure in the brake pipe of an engine it will furnish the same amount in the brake pipe of the cars regardless of the length of train, providing the train be free from leakage. This latter condition seldom if ever occurs, therefore the feed valve has to not only furnish the air required to charge the train, but also the air lost by leakage, and where this leakage is greater than the capacity of the feed valve at some pressure less than 70 pounds, the maximum brake-pipe pressure cannot be obtained without change of adjustment of the feed valve. Yet, changing the adjustment of the feed valve is no positive assurance of obtaining the maximum pressure, as with the

adjusting screw turned in until the regulating spring in the feed valve is solidly compressed, air may not pass through the feed valve fast enough to build up the pressure to the desired amount against existing leakage. It is here, the engineer, finding the pressure cannot be obtained by a change in the adjustment of the feed valve, changes the adjustment of the pump governor to increase the main reservoir pressure, the driving head, and may thereby obtain the desired 70 pounds brake-pipe pressure. All this is wrong; what should be done is to reduce the leakage of a train so that a feed valve in fair condition, adjusted to 70 pounds and standard main reservoir pressure, could charge the train to the desired amount.

While it may be said that no particular harm is done the feed valve or pump governor in charging the adjustment of their regulating springs, yet, causing the pump to work against the higher pressure and heavy leakage is only another step toward a pump failure.

With reference to your thought in regard to increasing the size of the supply port in the feed valve to overcome this trouble, it may be said that a larger port will hasten the earlier charging of a train, say to a pressure of 60 to 65 pounds, but from there on the size of the port has but little or nothing to do with the amount of air passing through the feed valve. The reason for this is that a feed valve, like all other forms of reducing valves, begins to close as the delivered pressure approaches the point of its adjustment; to what extent it will close is dependent to some extent on the condition of the valve, as where the supply valve piston or its bushings are worn, or the opening past the regulating valve practically closed with gum or dirt, it will both hasten and more nearly cause complete closing of the supply port. Finally the supply piston and valve will find a position where the opening in the supply port will just supply sufficient air to maintain the maximum pressure, or less than this amount, against the train leakage. Where a train is comparatively free from leakage, the maximum pressure will be obtained;



whereas a train having leakage equal to the capacity of the feed valve at some pressure less than 70 pounds, the desired pressure can not be obtained without changing the adjustment of the feed valve or pump governor, or what is still better, stopping the train leakage.

Train leakage plays an important part in train movement, and it would be difficult to estimate the cost when we consider:

1. The delay to train movement, as at terminals, where it is no uncommon thing to see a train held up from one to two hours, while the pump is trying to compress sufficient air to charge the train against heavy leakage, and, as a final result of this, the engine is often sent back to the roundhouse on account of the pump not coming up to the yardmaster's standard of efficiency.

2. Damage to cars and their contents, due to erratic action of the brakes, caused by the heavy leakage.

3. Overtime paid to train crews due to time lost in charging or trying to charge a train against the leakage. How often has this delay caused a relief crew to be sent out to relieve the crew on duty 16 hours?

4. Cost of pump maintenance, which is no small amount. A common excuse for all this is, delay in charging train is due to worn-out condition of air pump; damage to cars and lading in brake operations is due to poor judgment on the part of the engineer in operating the brakes, and overtime for train crews is a common sequence.

The question of train leakage had its origin with the introduction of air brakes, and while in the days of short trains but little was said about it, with the long trains of today it is a thing to be reckoned with, and frequently the question is asked: What is the allowable leakage for trains of different length? This is generally given in pounds drop per minute of brake-pipe pressure, the allowable amount depending on the length of the train, service required of the brake, size of air pump, also method under which the test for leakage is made. It is the practice on some roads where 70 pounds brake-pipe pressure is used, to

charge the train to 80 pounds, then make a 10-pound reduction of brake-pipe pressure and note the drop from 70 pounds; another method is to charge the train to 70 pounds, make a 10-pound reduction, and note the drop from 60 pounds; still another method is to charge the train to 70 pounds, make a 20-pound brake-pipe reduction, and note the drop from 50 pounds.

Now, while either of these tests will give us an idea as to the extent of interference of proper brake operation due to leakage, they in no way disclose to us the work required of the pump in maintaining the pressure, as with the triple valve pistons moved from release position, following a brake-pipe reduction, the auxiliary reservoirs are cut off from the brake pipe; therefore, to measure the true amount of leakage—train leakage, not brake-pipe leakage—it will be necessary to have all triple valves in release position. And now the question arises: "How can a test for train leakage be made?" Naturally we answer, charge the train to 70 pounds, place the automatic brake valve in lap position, then note the drop in pressure indicated by the black hand on the air gauge. But here again we are wrong, as brake-pipe leakage together with the air expanding toward the rear of the train will cause a number of the brakes to apply; how many, we do not know; therefore, we do not know what volume we are measuring our leakage from, consequently we can not figure the number of cubic feet of air lost through leakage.

However, instead of measuring the effect of leakage from the train by observing the drop in brake-pipe pressure, which may oftentimes be a false indication, we may determine the effect of brake system leakage by measuring the amount of compressed air required to supply such leakage. This may be done by placing an orifice of suitable size in the brake-pipe connection between the engine and train, and from some given pressure to be maintained in the brake pipe on the engine, require air passing through orifice to maintain some predetermined pressure in the brake pipe on the train. Where the desired pressure

cannot be obtained with this measured amount of air entering the brake pipe, it would indicate excessive leakage, and repairs should be made.

The size of orifice to be used would depend on length of train, as well as what per cent of the pumps' capacity it was decided upon to use in furnishing air to supply leakage.

#### DEFECTIVE PUMP GOVERNOR

**Q.** What defect of the governor will cause it to stop the pump when the main reservoir pressure reaches about 45 pounds?

**STUDENT.**

**A.** The governor stopping the pump before the desired main-reservoir pressure is obtained would indicate improper adjustment, or some defect which permitted main reservoir air to enter the chamber above the governor piston. Where there is light leakage past the pin valve, and the relief port stopped up, pressure will form above the governor piston, causing it to move downward, seating the steam valve, stopping the pump; or where the leakage past the pin valve is greater than the capacity of the relief port, the governor will stop the pump. But where the governor stops the pump at 45 pounds, the trouble is generally due to a broken regulating spring, loss of regulating nut, or with the S-F type of governor, a stopped-up or broken feed-valve pipe connection to the excess pressure top. A broken regulating spring or loss of regulating nut will relieve the upper side of the diaphragm in the excess pressure head of any pressure, while a stopped-up feed-valve pipe connection would have but 20 pounds spring pressure above the diaphragm. The question might now be raised, with no pressure above the diaphragm or a pressure of 20 pounds only, why does the governor permit the pump to operate until a pressure of about 45 pounds is obtained in the main reservoir? This may be made clear by saying that it requires a pressure of about 45 pounds above the governor piston to force it downward against the steam pressure acting on the underside of the steam valve as well as the tension of the governor piston spring.

#### AIR VALVES OF THE CROSS-COMPOUND PUMP

**Q.** How many valves are used in the Westinghouse cross-compound pump? What are the duties of the different valves?

**STUDENT.**

**A.** There are ten air valves in the cross-compound pump. Two upper and two lower receiving valves, two upper and two lower intermediate discharge valves, one upper and one lower final discharge valve. The receiving and final discharge valves are the same size and of the size used in the 11-inch pump; the intermediate discharge valves are of the size used in the 9½-inch pump. The receiving valves admit air to the low pressure air cylinder from the atmosphere and prevent its return; the intermediate discharge valves allow air to pass from the low to the high pressure air cylinder, and prevent its return to the low pressure air cylinder; the final discharge valves allow air to pass from the high pressure air cylinder to the main reservoir and prevent its return.

#### USE OF PUMP ON SECOND ENGINE IN MAINTAINING PRESSURE ON TRAIN

**Q.** Will you please answer the following question through the air-brake department of the JOURNAL: With double-header, air pump disabled on leading engine, could the brakes be operated from this engine if second engine did the pumping and the cut-out cock below the brake valve was closed whenever the brakes were to be applied, with either the E-T or G-6 equipments?

**J. T.**

**A.** For the brake to be operated from the leading engine, it would be necessary that the main reservoir of this engine be charged with air; and as this air will have to be supplied from the main reservoir of the second engine, what we will have to figure out is, how can this be done? With the brake-valve handle in running position and the cut-out cock below the brake valve open on the second engine, the brake-pipe on both engines as well as the train will be charged to the adjustment of the feed valve. Then by placing the automatic brake valve handle of the leading engine in full release position, the main reservoir of this engine will be charged to brake-pipe pressure.

Desiring to make a brake application, the cut-out cock below the brake valve on the second engine must first be closed, when a reduction of brake-pipe pressure can be made in the usual manner at the brake valve of the leading engine. It must however be remembered, there will be no high excess pressure in the main reservoir of the leading engine with which to release the brakes; and if the leading engine be equipped with the E-T type of brake, it will be well to watch the main reservoir pressure during the time the locomotive brake is applied, as brake cylinder leakage may cause the loss of part or all air in this reservoir. Now, while the brakes may be operated in the manner described, with either the E-T or G-6 equipment, yet the proper thing to do would be to switch the engines. However, there are times when this cannot be done, as in passenger service, where the leading engine is not equipped with steam heat connections, and it is necessary to heat the train. It is the practice on a number of roads to equip their engines with what is commonly known as a "double-heading pipe," through which the main reservoirs of both engines are connected. This permits of the pump on the second engine maintaining or assisting in maintaining the pressure. Another method of securing the service of the second pump is through the signal line and a by-pass arrangement which consists of a pipe connection between the main reservoir pipe and signal line pipe, in which is located a globe valve. By coupling up the signal hose between the two engines and opening the globe valve on each engine, both main reservoirs are connected.

#### DIFFERENCE IN BRAKE-PIPE PRESSURE AT FRONT AND REAR OF TRAIN

**Q.** Will you please explain why a difference in pressure is found at the two ends of a long train, and what should this difference be in a train of 75 cars, 100 cars and 125 cars? We have had considerable argument between our engineers and conductors on this division, where we pull the long trains, some conductors claiming that when they have certain engineers pulling them, there is a greater

or less difference in pressure, depending on who is the engineer; while some of our engineers claim that the pressure is the same at both ends of the train, and that the difference shown is due to the adjustment of the engine and caboose gauges. With this, however, I do not agree, but am unable to explain just why, so will ask if you will kindly settle the question for us.

W. J. B.

**A.** The variation in pressure found at the two ends of a train is not due to length of train, but rather to train leakage and to location of leakage. For example, let us assume a train of 100 cars, free from all leakage; with this train the caboose gauge would register the same amount of pressure as shown on the engine gauge. Next, let us create leakage in the forward portion of the train, and we will find, that while the pump will be kept very busy in furnishing the air, there will be little or no difference in the brake-pipe pressure throughout the train. Let us next repair the leakage in the forward portion of the train, and create an equal amount of leakage on cars in the rear portion. Now we will find the difference in pressure which you have noted; how great this difference will be is dependent on the amount of leakage, and how far back in the train the leakage is located. From this it will be seen that if your conductor has "Bill Smith" pulling him, and the leakage is in the forward portion of the train he may have 70 pounds brake-pipe pressure in the caboose; whereas if "Sam Jones" is pulling him, and the leakage is in the rear portion of the train, it is evident that "Sam" will not give him as high a brake-pipe pressure at the caboose, as "Bill" did.

#### GRADUATED RELEASE

**Q.** Will you please explain what is meant by graduated release of the train brakes, and how is this obtained? The engines on our road are equipped with the E-T type of brake, and our cars have Westinghouse triple valves. Now while I understand that the engine brake may be graduated off with either the independent or automatic brake valve, a thing I have done many times, yet I have never been able to graduate the release of the

train brakes, and am of the impression that it cannot be done, as when once a triple valve moves to release position it will remain there until the brake-pipe pressure is again reduced; and the triple in release position, means a straightaway release.

R. G. L.

A. What you say is true, a graduated release of the train brake cannot be made where either the P or H types of Westinghouse triple valves are used. However, the Westinghouse Air brake Company have other types of brakes used in passenger service on steam roads, which make possible to partially or entirely release the brakes on the entire train. The type of brakes referred to are known as the L-N, P-C and U-C equipments, the latter being an electro-pneumatic type of brake. With the L-N and P-C equipments graduated release is made possible by the use of air stored in a second reservoir, while with the U-C equipment graduated release is obtained through the electrical attachment.

#### EFFECT OF DEFECTIVE AIR VALVE

Q. Will you please explain what will be the effect if any of the air valves in a Westinghouse 11-inch pump should break, and what should be the lift of the receiving and discharge valves?

R. R. L.

A. To learn the effect of either the receiving or discharge valves breaking, it may be best to first say a word as to the duty of these valves. The duty of the receiving valve is to admit air to the cylinder from, and prevent its return to the atmosphere; while the discharge valves allow the air to pass from the pump to the main reservoir, and prevent its return. If a receiving valve breaks, or sticks open, air will be drawn into the cylinder as the piston moves from the defective valve, and blow back to the atmosphere on the return stroke; therefore no air will be compressed on this stroke of the piston.

The piston, having no air to compress, will move quickly toward the defective valve. A broken or stuck open discharge valve will allow the main reservoir air to flow back into the cylinder as the piston moves from the defective valve, and will cause the piston to make a quick stroke

from the defective valve. For example, let us assume the upper discharge valve broken or stuck open, this would permit main reservoir air to flow back on top of the piston; this pressure plus the steam pressure acting on the steam piston will cause a quick down stroke of the piston; the up stroke, however, will be slow, as the piston will have to work against main reservoir pressure from the beginning of the stroke. No air will be taken into the cylinder on the down stroke, as the upper end of the cylinder will be filled with air from the main reservoir. All valves have the same lift, namely 3-32 of an inch.

#### NEW YORK PUMP

Q. To settle an argument, will you please answer the following question: When steam is first turned on a No. 5 New York pump, which piston will move first, and in what direction will it move?

R. A. L.

A. Before steam is turned on, both pistons will naturally be at the bottom of their cylinders, which means both steam valves will be in their lower positions. Steam entering both steam chests, will be free to flow to the lower end of the cylinder at the right, and to the upper end of the cylinder at the left; causing an upward movement of the piston in the cylinder at the right, while the piston in the cylinder at the left will be held in its lower position; therefore, the piston in the cylinder at the right will be the first to move, and in an upward direction. However, if both pistons stop, say midway in their cylinders, which will permit both steam valves dropping to their lower position, steam will enter both cylinders at the same time, and both pistons will move at the same time; the piston in the cylinder at the right moving up, the other down.

#### EFFECT OF BRAKE-PIPE PRESSURE ON BRAKE-CYLINDER PRESSURE OBTAINED IN SERVICE AND EMERGENCY APPLICATIONS

Q. We are told in our air brake-instruction book that the same brake-cylinder pressure will be obtained from a 10-pound reduction, using a 70-pound brake-pipe pressure, as where 110 pounds are used. Now, while it is no thought of

mine to think contrary to the rules and instructions, yet I can not reason out why the higher brake-pipe pressure would not give a higher brake-cylinder pressure, and if it does not, why is the higher pressure used?

G. C. R.

**A.** The information given in your instruction book is correct, as it is the amount of brake-pipe reduction, and not auxiliary reservoir pressure that governs the brake-cylinder pressure, this being true up to the point of equalization of auxiliary and brake-cylinder pressures.

Where a 10-pound reduction is made from a 70-pound pressure, the triple valve will move to service position, and admit sufficient air to the brake cylinder to drop the auxiliary pressure 10 pounds, or one-seventh of the original pressure.

Again, where 110-pound pressure is used, and a 10-pound reduction is made, the triple valve will move to service position and admit sufficient air to the brake cylinder to drop the auxiliary pressure 10 pounds, or one-eleventh of the original pressure. Now one-seventh of 70 equals one-eleventh of 110, therefore the same amount of air goes to the brake cylinder in either case, consequently the same pressure is obtained.

Let us now continue our thought along this line, and learn if we can, the object of the high pressure. With 70 pounds brake-pipe and auxiliary pressure, a 20-pound reduction, that is, 20 pounds from the auxiliary to the brake cylinder, will cause the auxiliary and brake cylinder to equalize at 50 pounds; any further reduction would simply be a waste of brake-pipe air, as now we have all we can get from the auxiliary equalization.

Next, let us assume a train charged to 110 pounds, 20 pounds brake-pipe reduction will give us 50 pounds brake-cylinder pressure, the same as when using the 70-pound pressure; and, generally speaking, this is termed a full service application. However, the auxiliary and brake cylinder have not as yet equalized, as we still have 90 pounds auxiliary pressure; therefore, a further reduction of brake-pipe pressure will give a higher brake-cylinder pressure, up to the point of equalization, about 82 pounds. From this it will be seen that nothing is gained by the use of

the high pressure until after we pass the point of equalization of the lower pressure.

It must be understood, however, that where a triple valve type of brake is used, this high brake-cylinder pressure is not maintained throughout the stop, in service braking, as the safety valve will hold the pressure at or finally return it to 60 pounds.

The real purpose of using the high pressure, 110 pounds, is not to create a higher service braking power, but rather to give greater protection in case of emergency to trains running at high speed.

### Questions and Answers

BY JAMES GREGORY

**Q.** What is the reason that sometimes the same engine, hauling a freight train, will use so much more water between tanks on one trip than on another, with tonnage, train and other conditions being about the same? It is the same with coal.

H. M. S.

**A.** When this takes place the reason may, as a rule, be traced to the air pump, or the air system in general. Some years ago, when we had the six-inch pump, the trains were shorter and the air system had to be reasonably tight else the pump would not be able to maintain a working pressure. It is different now, for with the longer trains there is the greater chance for leak and with the larger capacity of pump today these leaks may be overcome, but in doing this we add to the water consumption so noticeable when conditions are apparently alike.

When there is much difference in the water consumption on a train with an apparently tight train line the trouble may be traced to a defective air end of pump, which, owing to leaky valves or pistons calls for a continual racing of the pump to maintain the pressure. This of course leads to excessive water consumption.

The same line of reasoning applies to the coal consumption also, for every stroke of the pump means so much of steam and fuel used and every unnecessary stroke to some waste of both.

**Q.** At a recent convention of the Fuel Association it was recommended that exhaust of air pump be turned into tank

for heating of feed water. Could this be done without any trouble with carrying water in boiler?

M. M. E.

A. It is not likely the intention was to have an open exhaust in tank; the plan suggested was probably to have the exhaust pass through a coil of pipe situated within the tank. A free, open exhaust would of course carry a certain amount of animal oil with it from the cylinder, making the feed water unfit for boiler use.

Q. What is meant by stack temperature? What relation does it bear to the economical performance of an engine? I often see it in performance reports.

ENGINEER.

A. Stack temperature represents the amount of heat that is wasted by draft circulation under certain conditions and is dependent, to a great extent upon the conditions of flues as in stationary boiler, where the flues get sooty. We don't have any such trouble with locomotives, although a large number of flues being stopped, or an engine being drafted so as to not properly distribute the firebox heat would cause an excessive stack temperature, so it furnishes a good gauge by which to determine the amount of heat waste attending the operation of any kind of steam engine.

Q. What is the limit of the valve travel with the Walschaert gear?

A. Seven inches is the extreme valve travel possible. The link swing is then 50 degrees, beyond which it would be ineffective to control valve movement.

Q. Is graphite considered as a lubricant? We have used it in valve chests without much success but others claim good results from its use for both valve and cylinders.

ENGINEER.

A. There is no question as to the virtue of graphite as an aid to lubrication in locomotive cylinders, if used properly.

The fault is often that too much is used, or it is fed dry through relief valves and carried out of cylinders by the circulation when, if it was mixed with oil, it would cling to the surfaces of valve and cylinder bearings.

The benefit derived from its use is due to the fact that it fills up the uneven surface of the bearing so as to increase the effective bearing area, in that way

reducing the friction of the parts in contact so they may be run with less oil than before.

Q. I have never seen an engine brought in under her own steam with one main rod down on engines having the outside valve gears such as the Walschaert, Baker or Young. Is there any reason why they cannot be run with one side as well as the link motion engines?

D. M.

A. The practice of running engines with one main rod down and trying to haul a part of train, is, except in unusual cases, out of date. Of late years the transportation department has more to say in such matters than formerly, so nowadays, when an engine is in that shape she is usually towed in with her train. This to avoid delay chiefly, but it is also regarded as poor railroading to run a crippled engine with any part of a train, or even without any train whatever.

Q. Would increasing the throw of an eccentric, or giving the valve a longer travel with one of the new valve gears be of any advantage in the matter of power of engines?

A. The long valve travel gives wider port openings for admission and exhaust, for which reason it affords some advantage due to added width of port opening at the cost of greater strain on valve gear.

Q. Will increasing valve travel change the time of events that occur during the piston stroke, such as lead, admission, cut off, expansion, exhaust, back pressure compression and pre-admission?

D. M.

A. No. It is not the aim to do that, rather to avoid it. The effect of the long valve travel is in the wider port openings it gives both for admission and exhaust. The so-called valve events must correspond within certain narrow limits to the piston movement, and these limits permit of but slight variation in the relative positions the valve should occupy when such events occur, so the long travel valve merely gives wide port openings, which means high-cylinder pressure during admission and a correspondingly low resistance from back pressure and compression.

**Q.** Is an engine a direct or indirect motion if she has the Baker valve gear?

**A.** It depends on what kind of a valve is used with it, also which motion it is run in. If in forward motion, it is a direct motion going ahead, with inside admission valve. In back gear it is indirect. With the D slide valve or any valve having outside admission the opposite is the case.

**Q.** What is the bridle rod on a Baker valve gear?

**A.** The small or extension reach rod is called the bridle rod.

**Q.** Is back pressure in cylinders greater with full than with light throttle?

W. R., Div. 10.

**A.** That depends on the condition of valves and pistons. The higher the steam chest pressure the more will be the leakage or blow from steam chest to cylinder, also the higher admission pressure, as at short cut-offs usually used with the wide throttle, there will be a greater blow of steam by the piston, all of which tends to create back pressure, particularly the valve blow, it being the more constant.

These conditions, which are by no means unusual, are often misleading, and sometimes show results that lead to the erroneous conclusion that the practice of running a full throttle is a wasteful one.

In discussing a question involving a choice of methods for handling an engine, or in fact a question relating to the operation of the air brake, or anything else mechanical, the assumption is that the mechanism is in good working order, and you will agree that a blowing valve or defective cylinder packing cannot be said to be in good working order.

**Q.** What is meant by a combustion chamber in a firebox? Where is it usually located? What is it for? D. D.

**A.** The combustion chamber in a firebox is a kind of recessed chamber in the forward end, in which the rear flue sheet is set. Its purpose is to afford a space within which the gases of combustion may become thoroughly mixed, and thus effect a more perfect combustion than would be otherwise possible.

**Q.** What is meant by boiler efficiency? By grate efficiency? D. D.

**A.** Boiler efficiency is measured by the

amount of furnace heat absorbed by the water in boiler. This will vary with different designs of boiler. Furnace efficiency is the proportion of heat generated in the firebox as compared to the theoretical quantity of heat contained in the coal.

**Q.** What is overdraft in the extension front end? Mention is made of it in a paper presented at the convention of the National Fuel Association. Does it mean draft over top of diaphragm sheet?

MEMBER.

**A.** The overdraft referred to is that between top of petticoat pipe and base of stack, but of late the petticoat pipe is not being used, which of course does away with the overdraft.

There have been some attempts made to provide for draft through top of diaphragm, by perforating the upper part of sheet, but while the theory of getting better circulation through top flues was all right, the weaker circulation under bottom of sheet resulting from dividing its force in that way caused front ends to fill up, so the plan was never adopted.

**Q.** We have indicator plugs in cylinders of most of our engines here. What use are they? Why don't we use the indicator any more?

**A.** There may come a time when it will be a good thing to be able to lubricate the cylinder through one of these indicator holes, as when an engine having no relief valves or other means for lubricating cylinder is being towed. There are other times when it might be useful, such as when you have a bad order lubricator, the open feed of which could not be used, which is sometimes the case when lubricator throttle leaks.

That the indicator is used less than formerly is perhaps due to the fact that the officials of the Motive Power Department on many roads have arrived at the conclusion that there is no need of such delicate valve adjustment as will necessitate the aid of the indicator. It is still used much in stationary practice.

**Q.** We are told not to use water to cool off a hot pin or a hot eccentric. What effect does it have? Does it crystallize the metal? I have used water with no bad effect.

RUNNER.

**A.** Judgment should be used in this as in many other cases. If the eccentric strap is a close fit on eccentric when cold it will be so much closer if eccentric heats, owing to the expansion of the eccentric cam, so if water be thrown on to cool it the strap is liable to break as result of the contraction of the strap on the cam, account of the strap cooling first.

In the case of a pin the same action will take place, and if the rod has a solid end, with a close-fitting bushing, the contraction may be enough to practically weld the bushing to the pin. It is better to not attempt to cool a pin much, only enough so it will take the oil. If grease is used there is no need of cooling, as usually in such cases it is only necessary to ease up on the brass and screw down on the grease plug if brass is too small.

**Q.** I am told that a lipped tire is absolutely safe though it be ever so loose, even so loose that it will work around on the wheel center. I am running an engine having all lipped tires. Are they ever dangerous when loose?

**A.** The lipped tire is supposed to be absolutely safe, even though it be loose. It cannot work in on account of the lip and it is prevented from working out by the flange bearing against the rail.

**Q.** I brought my engine into terminal O. K. No pound of any kind was noticeable, but on going out found crosshead key partly sheared. What would be likely to do that? Engine had not yet been coupled to train. Piston valve engine. **M. S.**

**A.** It may be said that 90 per cent of such cases occur in just the same way. The trouble is in handling the engine when cold, that is when in the hands of the hostler. In the house the cylinder cocks are often closed by roundhouse men, especially if engine has a leaky throttle, which is the best reason why they should be left open, and when the hostler starts to move engine out of house the water contained in cylinder has often not time enough to escape, and the result is either a bent piston or a sheared crosshead key. With the slide valve that practice was not so bad, as the valve would be raised from the seat by the force of the compressed water, thus re-

lieving the pressure, but the proper way in either case is to drain cylinder before moving engine.

**Q.** If water bubbles in glass and at times seems to circulate through, so as to make it hard to reach the water level in boiler, where would you look for the trouble? **R. H.**

**A.** It is usually the result of the lower water glass opening in boiler being close to or directly above an arch tube. You know that a great deal of steam is generated in an arch tube, which in forcing its way out through tube creates a circulation at the point of opening which has a peculiar effect on the water level, as shown by water glass such as you have referred to.

**Q.** There is some talk of again going back to the compound engine, that is, compounding with superheated steam. Is that likely to happen? Would anything be gained? **M. M.**

**A.** The builders of locomotives are the ones most in favor of the plan you mention. No doubt there could be some economy in fuel gained by the combination, as both principles dovetail nicely into the problem of fuel saving, but the old failings of the compound, such as first cost terminal delays and excessive current repair would still be there to weigh against a combination of that kind.

Another fault is the variability of train work, such as variations in train tonnage as well as in the grades of road. In stationary practice, where the load is constant and the engine designed to fit the work to be done so she can be worked at her most economical capacity, the compound is a success, but that condition does not obtain in railroad work.

**Q.** What is meant when they say the Baker gear has lap and lead travel when the eccentric rod is disconnected and the engine is only getting travel from crosshead motion? Does it mean that engine is to have power on the disabled side?

**RUNNER.**

**A.** It means that the valve travel will be enough to give the ports of admission an opening when piston is at either center just the same as if engine was all connected. That is, the lead opening.

**Q.** The Hayden & Derby Manufactur-



ing Company, of New York, issue a pamphlet on injectors, in which is the following statement: It is a fact, that with all the injectors, as the vertical distance the injector lifts is increased, it requires a greater steam pressure to start the injector, and that highest steam pressure at which the injector will work is gradually decreased. Please explain. H. D.

A. By increasing the vertical distance of injector above the water more priming force is required to lift the water, or rather more force is required to create a sufficiently low vacuum in the longer feed pipe so the feed water may be forced up into the injector. This being so it proved that the proportion of steam to water supply must be greater than when the injector is set lower, and as the condensing power of the water is the same in either case it can be seen that the amount of water raised for any given volume of steam will be less when the lifting distance is greatest, and as high temperature naturally goes with high pressure the capacity of the injector must be restricted as the ratio of water supply decreases and its temperature is higher, with the added height of injector.

Q. Why is it that if the water in tank is heated it takes more, or higher steam pressure, to start the injector, also it will not work with as high a pressure of steam? H. D.

A. When water in tank is hot, a strong priming force is needed to prime injector.

An ordinary priming force, sufficient with cold water will not do. When water is cold the action of the primer induces the air to flow with the steam of the priming jet off the top of the water in feed pipe and out through overflow, and when a certain amount of the air has been drawn off in this way the atmospheric pressure is also reduced, and when this reduction is sufficient (depending on temperature and height water must be raised) the atmospheric pressure on the surface of water in tank forces the water up in feed pipe to injector.

Now if the water is hot it requires a more violent priming action to raise the water, as the vapors rising off the water increase with the reduction of atmosphere pressure there, and these vapors tend to

prevent the formation of the necessary vacuum to raise the water. This may be overcome by the use of a high steam pressure. The capacity of injector is reduced when hot water is used, as it cannot condense the same quantity of steam as cold water can, and as the steam represents the power by which the water is driven into the boiler, and it must be completely condensed in the process of doing that, it can be seen that a high feed water temperature reduces the capacity of the injector. It will not have the condensing power of cold water for which reason a high steam pressure cannot be used with it.

The capacity of an injector depends on the height the water must be raised, the temperature of the feed water and the boiler pressure.

Q. Why will a lifting injector not prime with water low in tank as well as when tank is full, when there is apparently nothing wrong with the injector? H. D.

A. If the injector fails to prime with water low in tank it shows there must be something wrong. It could be possible that the vertical lift of the water was too much for the type of injector, or the steam pressure carried when water was low in tank, but that is rarely the case. So if the injector fails to lift, either the water is too hot or there is a leak in the feed pipe, or there is corrosion at the steam nozzle which may divert or obstruct the free discharge of the steam, thus reducing its priming efficiency.

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## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

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The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

PARKERSBURG, W. Va., Sept. 1, 1917.

EDITOR TRAIN RULES DEPARTMENT:

When is a train annulled?

Please explain Rule 94 with respect to a train passing a disabled train.

L. L. B.

A. A train order is annulled when a

subsequent order is given as follows: "Order No. 55 is annulled." As soon as this annulling order is signed for, and the complete given, in the case of a "31" order, or as soon as the order is delivered to the train to which it is addressed, in case of a "19" order, the order referred to as order No. 55 is annulled. An order held by an operator is annulled when he receives an order as above and has received "complete" to same.

The meaning of the first paragraph to Rule 94 is as follows: A train overtaking another train so disabled that it cannot proceed will pass it, if practical, and if necessary will assume the schedule and take the train orders of the disabled train to the next available point of communication and there report to the train dispatcher. That is, if an extra should overtake No. 45 at B, disabled, the extra could pass extra No. 45, in case the extra had orders so that it could make the next station for opposing trains, without exchanging orders or schedule. But if it so happened that the extra held an order to meet an opposing train at B, and No. 45 was superior to this opposing train or held orders to meet this opposing train at the next station in advance, then it would be necessary for the extra to exchange right and schedule with No. 45. In such a case extra, say, 345 would become No. 45, and No. 45 would become extra 345 to the next available point of communication. The idea of the rule is to permit the train to use the schedule or right of the disabled train, if such schedule and right will take the delayed train to the next station; if it will not, then it follows that there is no necessity for making a change.

ROCHESTER, N. Y., Aug. 14, 1917.

**EDITOR TRAIN RULES DEPARTMENT:** Please give your opinion on the following order, "Train No. 39 and train No. 44 meet at N by timetable." No. 39 arrived at N and received the following order. "Second No. 44 and No. 39 meet at M, first No. 44 has arrived at M." After some objection on part of crew to accept the order the dispatcher added to order, "engines No. 206 and No. 204 run as first and second No. 44 L to M. (L is

the starting terminal of trains.) Has No. 39 any right to leave N, the time card meeting point, without something on No. 44 between N and M?

#### DIVISION 18.

A. No. 39 cannot proceed on the time of first No. 44 unless it has an order giving it authority to do so. The order issued fails to provide authority for movement even with the additions. The order should have read, "No. 44 meet No. 39 at M." Such an order would have been delivered to first and second No. 44 and would have fully provided for the movement. It will be noted that second No. 44 became No. 44 at M, in this case.

FORT WORTH, TEX., Aug. 30, 1917.

**EDITOR TRAIN RULES DEPARTMENT:** No. 10 flagged into C at 10:40 p. m. No. 10 is due to arrive at C at 10:30 a. m. and is due to leave C at 11:30 a. m. When it flags in at 10:40 p. m., I understand that it loses both right and schedule, and I cannot understand how the dispatcher can run it out as No. 10 on orders.

M. H. T.

A. In the case at hand No. 10 has arrived at C twelve hours and ten minutes late, under Rule 82 it has lost right and schedule. It may be that on this day No. 10 has no work at C and is ready to leave there at 10:41 p. m., which is only eleven hours and eleven minutes late on its departing time. This being the case the dispatcher is at liberty to issue an order directing the train to run as No. 10. It is true that the train lost both right and schedule, but this does not mean that the dispatcher cannot restore it to the schedule in a case like the one under discussion.

No. 10 need only remain at C a sufficient time to do its work, regardless of the fact that the schedule shows one hour's time there. When No. 10 is on time it cannot leave there ahead of time, but when it is late the one hour shown at C does not mean that No. 10 must remain there one hour.

When the dispatcher restores No. 10 to the schedule it is his duty to reissue to No. 10 all orders which are necessary for No. 10 to hold. For example, if No. 10, before it lost its right and schedule, held

an order to meet extra 28 at D, it would be necessary for the dispatcher to reissue the order to No. 10, because No. 10 lost its schedule and all train orders when it became twelve hours overdue.

Just as long as any schedule remains in effect the dispatcher has authority to direct a train to use such schedule. The fact that a train loses right and schedule does not mean that the schedule is dead. It only means the authority for the train to use the schedule has expired.

EDMONTON, ALBERTA, CAN., Aug. 9, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**

I am on engine 2046 at A and received this order on Form 31. Is this a legal order? Is it not a confusing order and not in compliance with Standard Rules?

Train order No. 17, "Engine 2048 run extra G to A Engine 2046 run extra A to Z and meet extra 2048 at C."

Why two running orders on one sheet of paper and the same number?

MEMBER DIV. 817.

A. Standard Rules provide that train orders shall be brief and clear, and in the prescribed forms when applicable, and that they shall not contain information or instruction not necessary.

The above order does not conform to Rule 201 as it contains information which is not essential to extra 2046. Rule 201 is logical and right and should be strictly followed, but it is not. Rule 201 is violated as frequently as any rule in the book.

A strict interpretation of Rule 201 would have the effect of increasing the total number of orders issued, but the orders would be much shorter and more easily understood and would not load up engine-men and trainmen with a lot of information which is of no value.

The enforcement of Rule 201 is to be desired.

MINOT, N. D., Sept. 2, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**

No. 1 is due to leave its initial station on the old timetable at 10 p. m., and it is due to arrive at H at 4 p. m. On the new timetable there is no change in the time and no change in the schedule which is forbidden by Rule 4 with regard to corresponding schedules.

A new timetable takes effect at 10 p. m. on Sunday. Can No. 1 run on the day that the new timetable takes effect? The schedule is in effect daily. G. H. P.

A. On Sunday, the day on which the new timetable takes effect No. 1 can run, but it will run on the authority of the new timetable, not on the authority of the old timetable.

It is not good practice to put a new timetable into effect at the same time that a new schedule is due to leave its initial station, because this is liable to cause confusion, however, if the new timetable can take effect at 10 p. m., the new schedule can take effect at the same time on the new timetable, and by the same token the old timetable could not authorize No. 1 for that day.

### The Difference

The coming of the superheater has made it necessary to revise some of our theories on locomotive running. We debated long on the question as to whether the use of a light or a full throttle was the most efficient and economical way of running locomotives, and when we had the question about settled along comes the superheater to compel us to modify our theory which had almost generally become the modern rule of practice. We had come to regard the question as settled that the full throttle was the correct thing, but there are many who have flopped to the opposite extreme since superheated steam is being so generally used and declare with commendable, though misguided positiveness, that the full throttle is all wrong.

The trouble is they fail to make any distinction as to service. An engine booming along 60 miles an hour with a full throttle and at a cut off so short that the internal resistance due to compression as well as the back pressure is excessive will be made to do her work easier, and perhaps be made to do a little more work if the throttle is partly eased off and the lever dropped a notch or two. Not only will there be a relief from the resistance of back pressure and compression by the change of valve travel, which gives wider port opening and later exhaust closure;

but the steam supply to cylinders will be more direct from superheater and will on that account be of a higher temperature than before, as the steam is not delayed in the steam way after passing the superheater as when the space between the superheater and cylinders is charged with a volume of steam that loses some of its superheat before being admitted to cylinders. In the other case, with no advance supply in the steam pipes or steam chest, but with a steady flow from boiler through superheater, steam enters the cylinders at the highest possible temperature, and a maximum of efficiency, under these conditions, is gained.

With the freight engine dragging a heavy train, or the engine in passenger work when being forced into headway, it is different, for then must the boiler pressure be relied upon to get results, and though the superheater is, of course, an important aid in the work at all times, it is only when the conditions are as stated herein that the light throttle practice may be indulged in to any advantage.

JASON KELLEY.

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### Wholesale Promotion

During the past few years there has been an undue number of promotions on many railroads. The reason given for that, to quote a master mechanic who favored the plan, was, that by promoting the men early they were more easily retained in the service, more content with conditions and made better engineers as they were more likely to apply their minds to the intricate mechanical problems of locomotive running and management than if promoted later.

Nothing is farther from the truth. A too early promotion is bound to leave a void in their development as firemen. It is like building a house on a partly completed foundation. His knowledge of firing is without doubt more important to his making good as an engineer than any other one feature of his training; in fact without a certain degree of proficiency in that branch of the work he can never be above the average as a runner. The young man doesn't know this, cannot be expected to. The officers of the company

do, or should know, but they sometimes have other axes to grind that takes no account of efficiency of locomotive performance.

The more likely reason for these wholesale promotions has been to increase the supply of engineers way beyond the actual need, to create a condition that might be used as a scarecrow to intimidate B. of L. E. men so as to make them more submissive.

Like some other abortive plans of overzealous railway officials this plan has failed in every particular. It has failed to intimidate the B. of L. E. men, and has naturally produced runners who, as a result of their mushroom promotion, have not developed sufficiently to measure up to the demands of service. It is as if a child were jumped from the primer class to the grammar grade, in many cases, and the result can easily be imagined. The transparency of the plan of making engineers so fast that there are two engineers on nearly every engine, as is quite common in many places, has certainly proven a boomerang to the railroads in more ways than one.

It may be said by some of those who fathered the plan, that is, at least threw a scare into the engineer, as they were forced to federate with the other train service Brotherhoods as a matter of self-protection, but if the railroads, in the face of very recent developments, can glean any satisfaction from that fact they are certainly not so hard to please as formerly.

JASON KELLEY.

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### Taking Chances in the Office

Ever since the introduction of the telephone into the work of moving trains, there has been a looseness shown in that branch of railroad work, not by any means consistent with the general rules by which it is supposed to be governed. A dispatcher who will demand the strictest compliance with the rules governing the delivery of orders as well as in their fulfillment, will often let the bars of rule and even common caution down completely in his eagerness to move a train from some blind siding on orders delivered to anyone who will take them,

when he is working under high pressure.

The Interstate Commerce Commission recently made report of a case of dispatching trains by telephone message to the conductor of a train, who, after saying over the phone that he would stay at the point he telephoned from, changed his mind and tried to make the next station on a time order, but which had been annulled to the train it was intended to hold, on the strength of his saying he would not use the order but would stay back. The result was a serious collision.

There is no doubt much pressure on a dispatcher who will take such a chance to avoid delay to a train holding an order that merely delays it without giving any advantages to the opposing train, as the dispatcher supposed in this case, but engineers who are also working under the same pressure of responsibility for prompt service sometimes do equally reckless things. The dispatcher was only taking a chance to save delay in annulling the order to one train, and was doing it while fully alive to his violation of rule and its possibilities. The flagman who goes back but a short distance because he expects to be called in a moment is also often prompted by the same desire to save delay, as is the engineer who takes a chance when it is impossible to be sure on the short time he has. The men who do these things are not the bungling kind, but are usually among the best. The sure thing railroad man is not the ideal kind. According to modern standards he must be willing to take a chance now and then if he is to show any class and that's what the dispatcher was doing when he annulled a time order to one train on the supposition that the other one was not going to use it. Poor railroading, you say; yes, but modern railroading just the same.

There are times of course on every road, when such work is not tolerated, but in the thick of the winter's rush, when the power of trackage and all are inadequate to meet the traffic demands, there is a tendency on the part of everyone carrying any share of the responsibility of the movement of trains to take

a chance, now and then, to make short ends meet, and the railroad president who skimps in the upkeep of power and track to pay a dividend is prompted by the same motive as the flagman who goes out but a short distance to protect his train, the only difference being that one is a false economy of money as often as the other is a false economy of time.

JASON KELLEY.

### Labor's Interests Attacked

At no time has labor so clearly proven the weight and depth of the influence it exerts upon the public mind than during the recent unsettled state of affairs incident to our entrance into the world war; at which time capital tried by every means available to move, temporarily at least, some of the safeguards by which labor has surrounded itself. The plea of loyalty to the stars and stripes in the present emergency was used with all the sentimental frills that could be thrown into the scale to induce the law makers in the various states to tear down some of the protective standards of labor, but with little or no success.

Labor is too securely entrenched in this country today to permit the work of the past to be laid aside under any pretext that capital may invent. The law-making bodies have recently learned that the workingman is vigilantly guarding his interests, not only in the lodge room but at the ballot box as well, and any attempt to remove the protective legal standards, which through so much effort and sacrifice on the part of labor have been built, will meet with a mighty protest that will be heard and felt from ocean to ocean.

It is not likely that capital will go the length of interfering with regulations concerning men engaged in train service, in fact it is impossible to see where any more effort and sacrifice could be expected than the railroad man gives under present conditions. With a service limit of 16 hours, and age limit that bars even men in the prime of life from securing employment, and with physical tests that permit only those perfect to pass, it would seem that if there is to be any

letting down of the bars of regulation, it must be done by those who have constructed the network of system to protect the interests of capital represented by the railroads.

However that may be, however remote the possibility of interference in our affairs, our interest in the welfare of the workers in general should not grow lax as the result of our present apparent and well founded security; we must make the cause of our brother worker our cause, and protest as vigorously against any invasion of capital upon his rights as though our own were invaded; for the interests of labor today are so manifestly interlocked, as are those of capital also, that a weakening of any part of labor's protection, its organized defense, will in some measure endanger the stability of the whole structure of organized labor.

JASON KELLEY.

#### Then and Now

BUFFALO, N. Y., Sept. 10, 1917.

DEAR FRENDS: Ye know Bill in yure day heer thay useta say th engineers wur the aristakrats o labor cause we didn't tie up to th brakesmen an conductthers and the firemen. We had load enuff to carry athout takin on anny more, an sum o our bys wur a bit cocky o course about bein an engineer, an that hurt some too but what harrum sez you; an o course, when we gav up goin to Ringlebocks place an got inta th habit o hangin around home we had more money than we cud use up before pay day, like we useta do, so we spint a lot fer good cloze, an thin whin we shtacked up agin the other lads we looked like th goods, an thay sed we wur shtuck on ourselves, that we wur thrying to be aristakrats an so on, an so forth. But we kep on minding our own bizness, and whin the conductthers er th brakesmen, er th firemen axed us to jine em, we meerly declined in a most dignifide mahner, too dignifide, sometimes, maybe, an usin th saame worrds as that imminent Bostonian John L. Sullivan used whin he proudly declined to mix it wud sum big wood chopper out in th back kounties o Ellinoys fer the champeen belt: yes Bill,

like John L. we sed, go an git a reputashun, so thay took th tip Bill, an wint an got one, so we jined them. We cud do worse, sez you. Yes Bill, weer awl jined now, th brakesmen an firemen an cons, an awl, an weer on th rode ta better days, an th devil cant shtop us. I beleeve heed do it Bill if he cud, fer I don't think he's a Brotherhood man at all. I useta think he belonged to th B. R. T. & O. R. C., but sence weer awl in th saame bote, I don't like to saay, I think he do yet.

Well, anyways, as I sed before, we'er awl in th same bote, an she's not so rocky as she wur some time ago. Why afore the 16-hour law came it wur a holy terror. Fur example one day John Smith, ye knew John, well, as I wur goin to say, John war comin in wan night an he got a message askin him if he wur ready to go rite out on his arrival. He foned back that he wur on the rode sivinty one hours an thirty one minutes an thirty seconds, an nothin to ate but sinkers, an he sed he'd like to get a little hay afore goin up agin the gaame agin fur forty more hours. At that the lad on th other ind o th line sez, commandin like, "Deeya know who yer tawkin to?" John sez "no" an the other lad sez, "I thot so, fer I'm th superintindint, an I wont shtand fer any levity." Levity sez he; he thot poor Smith wur kiddin him about atin th hay ye see, an it afficted his dignity, an every one o th officers had dignity in gobs in them times, ye know Bill, an th little fellahs had th most. Well, poor Smith thried to square himself be saying he wasn't trying to joke at all, an that a man on th road fer 71 hours an 31 minutes didn't feel much like jokin and 32 minutes it is now to be exact, sez John, (Poor Smith wur always very exact about sum things, too much so sum times,) but anyway the super thot John wur shtill jokin him, and he got higher an higher on his dignity; as high as he like sez you, fer thare wur no wan to shtop him in thim days, an he sez, mad like, to poor Smith, "Deeya rayfuse to go back on yer arrival?" John sez, "no sur," meek as ye like, an he wint out on another voyage, an whin thay cuddent get him to see a red light at

Murphy's Cut that night, that's all thare was to ut excepting tha funeral an payin tha insurance.

But its not that way at all now, Bill. Whin yer on th rode 16 hours yer relaved, an whin yer in, yer in fer 8 hours, if ye don't get relaved afore ye get in. Any-way, whin yer kept out over 16 hours, its only in case o delay caused be an act o Providence. An whats that sez you? Well Bill, it useta be a wash out er an airthquake afore the 16-hour law wur passed, but now its anythin from an airthquake down to a hot box, a froshty rale, a laame ingine er too much tunnige.

JASON KELLEY.

### A New Card System for Recording Efficiency of Railroad Employees

I have read that a card system for keeping a general record of employees on some railroads is being kept for the purpose of finding out where the material is, from which the official families of these roads may be recruited. The system operates so as to record a man's executive ability, his mechanical ability, resourcefulness, accuracy, judgment, initiative, principles, confidence, memory, morality, experience, energy, education, neatness, organization, tact, temper, promptness, discipline and general reliability.

There seems to be much pretension about that system, coming to light at a time when the standard of the employee is being stunted in its development by the general attitude of the management toward the men; it looks like a twin brother to that other misnamed child of the railroad, "Safety First," that sensitive waif, which too often is compelled to hide its face for shame on account of the want of sincerity of its foster parents.

When it comes to four-flushing in the matter of consideration for the welfare of the employee, or the corporation either, the modern railway official has all other executives in any other branch of interest beaten to a frazzle, and with the financial end of the family juggling the property in the stock market, and the executive branch trying to make a showing on paper, it is no wonder the railroads can

plead poverty with every assurance of being able to prove it.

When one reads over the list of conditions enumerated in the card system referred to, and then looking around him on the average road, considers the conditions that are also the creation of the railroads, he finds so much that is inconsistent with the pretensions of some companies that the card system method of ascertaining the fitness of men for promotion looks like a fine spun grandstand play.

Yours fraternally,

WM. HILTON.

### The Value of Persistency

A recent circular issued by the Manufacturers' Association of Illinois to its members seeks to impress upon their minds that persistency, ever keeping at it, pounding and pleading their cause continually, is the keynote of success.

It teaches the lesson of keeping the spirit of progress alive; that when one victory is gained, the way should be paved immediately for another.

The justice of a cause is often impressed upon the public mind by the persistent manner in which it is held up to public notice, even by those who oppose it. We saw that illustrated in the struggle for the eight-hour day, during which the movement gained force as it progressed, for in spite of the opposition of the major part of the public press the demands of the men gained support, largely as a result of the publicity given it by publicity from the opposition. The public were forced to consider the question whether they wanted to or not, and the people's verdict at the polls in last November's selection was the result of their forced deliberations on that question. The truth of the old saying, "It pays to advertise," was reversed in that instance, yet proving in our case that adverse publicity, when a cause is just, is much better than none, as it calls attention of the public to the justice or injustice of our position, and in the end we will usually get, if persistent enough, what is coming to us, for the old saying, "Right will prevail in the end," contains a large element of truth.

J. K.

### Labors Interests Considered Today

Never before in the history of the world has the lesson of the power of organization been so forcibly illustrated as in its influence at the present time on the war policy of the United States. Heretofore, in a national crisis of this kind, labor has not been counseled with, has not been considered excepting in the light of a great mass of physical force to be used as those who posed as masters might dictate. Her sons were sent to the firing lines to bear the brunt of the conflict, their wives and families were permitted to suffer want and privation in the absence of the breadwinners, to whom the government paid a miserable pittance for their services, and when the war was over and the soldier returned to his long-suffering and perhaps impoverished family. The government, for which he fought and suffered, mockingly rewarded him by placing a burden of taxation upon him that he must bear equally with the millionaire who bought his own or his son's way out of service, often to profit financially by the war that impoverished the workingman.

But the light of right of labor today sheds its cheering rays wherever man toils for bread, lighting the way where for years he has blindly stumbled in the darkness, and in the conscious pride of his regeneration he is commanding the respect of the world.

The day of autocratic domination of the employing class is at an end. The rights of the workman must be considered more than ever before. The recent national election has proven him to be a strong political factor, a power that must hereafter be reckoned with in the conduct of affairs of the nation whether in matters of war or peace. That the law-making bodies of our national government recognize this fact is evidenced by the strenuous efforts being made at the present time by some of our leading statesmen to provide means to finance the war by taxation of war profits and other large incomes.

The equity of such a plan is too apparent to permit of any argument. Those best able to fight are asked to do so and

those best able to pay will be compelled to respond to the call for their aid also. This war is a game in which we must pool our strength to guard and promote our mutual interests, and the fact that there is such effort being made to equalize the burden is but a tardy recognition of the rights of the working class that never would have been realized were it not for the intelligent co-operation of the various branches of organized labor as directed by the competent leadership it has enjoyed in recent times. If those lawmakers loyal to labor and to the nation, are successful in equalizing the war burden as proposed, then when our boys go to the trenches, or defend the rights of the nation and of humanity on the sea, they will enjoy the assurance, that while they are doing their bit abroad others are doing the same at home, and that when they return to their homes again it will not be to shoulder a war debt that will drag like a ball and chain on themselves and their children for generations to come.

JASON KELLEY.

### Dividing Time in Dull Season

The frequent complaints made on the score of failure of the senior men to divide time during the dull season would seem to indicate by the arguments used that there is some fault to be found on both sides. Human nature is the same in the ranks of those who lose time in the dull season as in those who do not, so the man who wants an equal share of the earnings of engineers in the pool rather than take a lesser amount on the extra list is the same kind of a fellow, as he who would rather stay on the extra list than go back firing for the same pay. The trouble with many of us is that self-interest blunts our sense of fair play and there are so many of us so afflicted that any plan depending on the mutual goodwill and self-sacrifice of the men is not going to meet with a large measure of success.

In the face of that fact it is the height of folly to wrangle over the question, as it makes matters no better, even worse if anything. The thing to do is to try to



regulate it by rule of some kind that is fair to all, and do it before the dull season arrives, for in doing so you prevent a lot of petty personal bickering that lowers our general social and fraternal standard, which tends to cheapen us in the eyes of each other, and the railway officials as well, and with that goes a loss of pride and of prestige that is one of the chief assets in the make up of the B. L. E.

The trouble seems to be in many cases that no one interests himself in the matter of equalizing time in the dull season unless he is directly affected by it. For this reason the men in the freight pool are usually permitted to fight it out between themselves, when the fact is, every engineer in the service should interest himself in the matter and contribute his share of effort to bring about an equitable arrangement that would not only protect the interests of the engineers as far as their earnings are concerned, but would also preserve the dignity and prestige of the organization.

JASON KELLEY.

### What It May Mean

To the man whose retirement comes when his mental and physical energies are on the wane, it may be regarded as an unmixed blessing, for though there may be somewhat of a financial loss attending the change, the urgent call of necessity makes it desirable; but with a man, who, having reached the age limit is still in possession of full mental and physical vigor, it is different, for in addition to the reduced income following the change, there are sacrifices of a more or less sentimental nature, which when thrown into the balance adds much to the loss he sustains.

There is a strong bond of sentiment interwoven into the engineer's life that binds him by many ties to the service, particularly if his whole railroad career has been spent on the road where he is retired, as is most often the case.

An old veteran, upon being asked, after being a year or so in retirement, how he liked it, replied, "Well, it's just like this: after going up and down the old road almost daily for nearly fifty years, I just

naturally got to feeling a sense of ownership in the engine I ran, the train I hauled, and a kind of proprietary interest in many other things along the line.

"During all these years I have witnessed the planting of crops, and the reaping of harvests along this one hundred and fifty miles of road, by the farmers and their boys and girls of two generations, and from the cab window I had often struck up long distance acquaintanceships one of which, at least, has been a source of lasting comfort to me—if Mrs. J. here will accept that much to her credit—so you can perhaps understand what it means to me to leave all that. To leave the road and the cab forever; to never again feel the thrill of driving a good engine; to never again see the fine pictures when the morning sunrise illumined some picturesque valley or the rare sunsets with the more beautiful afterglow, and other nature pictures of the day or night, that are the work of the 'Master Hand.' Yes, to forfeit that alone is indeed a loss which nothing man could invent can substitute. To lose all that, and also feel that one, though still in perfect health, must quit the service, with its many bonds of attachment, and know that the remainder of one's days are to be spent in impotent idleness is serious enough to any of us. To some it may be a calamity, and yet, to others, as has been proven in several instances, to the knowledge of the writer, it may be even a tragedy."

JASON KELLEY.

### Denying Senior Rights to Drafted Men

The position the railroads are taking in their refusal to recognize the rights of their train service employees who become soldiers to be reinstated to their former standing in the ranks after the termination of the war, is decidedly uncomplimentary to those people who so recently posed as benefactors to the nation in accepting the ruling of the Supreme Court on the constitutionality of the Adamson Law.

No corporations in the country have profited more by the war than the railroads, and their present attitude toward the soldier seems born of a hope that the

war will continue; at least they are not only offering him no encouragement in the matter of his standing in the ranks after he returns, but are actually giving him to understand, before going, that he must forfeit all claims to seniority on his return, nor is he offered any assurance that he will be restored to his former position even.

It is the belief of the railroads, no doubt, that at the end of the war there will be a wild scramble of men for jobs on the railroads, and that it will be an easy matter, due to the impoverished state of these men at that time, to enforce conditions of service and wages upon them far below the present standard. They expect, evidently, that this great body of jobless men may swamp the labor market to such an extent that the Senior Rule, which has proven to be the backbone of organizations of railroad employees, will be broken, and the way made clear again for autocratic and arbitrary rule over men in the ranks.

This dream of the railroad will be shattered, as many others of the kind have been, for organized labor is alive to the situation and will use every effort, will even appeal to the Federal Government, if necessary, for its co-operation to prevent such an imposition being exercised by the railroads on those of their employees who are guarding the interests of all the people at the front.

When the conscription law was passed in England, the Government pledged itself to the soldiers that they would suffer no loss of position at home during their absence, and capital made no protest to that ruling, and our Government will do no less when the matter is put squarely up to it, and capital here will also yield, if not as a matter of principle, as a matter of policy, at least.

JASON KELLEY.

### P. R. R. Suspends 102 Trains

One hundred and two fast trains which cover 6,500 miles daily will be cut from the schedule of the P. R. R.

This withdrawal, on Lines East of Pittsburgh, was made necessary by the war. The company's war board adopted the re-

vised schedule to release trackage and locomotives for the movement of troops, and government and food supplies. Railroads in all parts of the country will do likewise.

Service between Philadelphia and Buffalo will be greatly curtailed. The through sleeper leaving here at 11:15 p. m. will be abolished. The train leaving Buffalo at 7:45 p. m. also will be omitted.

The new schedule revises the Philadelphia, Baltimore and Washington and Buffalo service to one day train and one night train, instead of one day train and two night trains. In addition many parlor cars, restaurant and club cars will be dropped.

A new signal system is in effect on P. R. R. tracks when green lights instead of white now mean to "proceed" or clear track. The general use of white lights on buildings and driveways caused the change to be made after a year's experimenting. "Caution" is indicated by yellow and "stop" by red as heretofore.

### Not Wild Oats

He was what is known as a "Kin to Kant" farmer: one of the kind who believes in going to work as early as you "kin" see in the morning, and keeping on the job until you "kant" see any longer in the evening. This farmer hired a roving farmhand one day to help with the harvest, and next morning, lamp in hand, he went into the "hand's" bedroom to announce that it was time to get up and get busy. The weary "hand" rubbed his eyes, sat up in the bed and looked about him in a dazed sort of way, and after getting his bearings asked what it was all about. The farmer said, "I want you to get up and help on a little patch of oats out there back of the barn, and I want to get at it right away." The "hand" eyed his employer critically, looked out of the window, and noting no ray of light to indicate the approach of day, said to his employer, "is them oats back o' the barn wild oats, mister?" "No," replied the farmer, "I planted them myself." "Well," said the "hand" lying back on the bed again, "if they ain't wild there's no need o' sneakin up on 'em in the dark."

# Labor Digest

A Collection of Expressions of Opinion of Interest  
to Our Class, with Editorial Comment.

## Business Man Scores Pawnbroker Patriots

In a speech before one of trade divisions of the chamber of commerce, San Francisco, Aug 25, 1917, John Francis Neylan, associated with Herbert C. Hoover in the national food administration, declared that "pawnbroker patriots" are coining millions from the needs and miseries of the nation.

The speaker predicated that within six months the entire life of the United States will undergo a change and that "that change is going to be more radical than anything in our history.

"The essential change," he said, "is going to come in our industrial life, and all other rearrangements are going to depend upon the degree of foresight, understanding and justice, with which this change is made. Every other nation involved in this war has faced the same problem.

"The time has passed when workmen can be driven to a task at the point of a bayonet. Civilization has advanced and the worker has established his right to a voice in the shaping of the policies of industry and of the nation.

"In Washington, New York, Chicago and San Francisco, within the last 30 days, I have heard men rail at labor for demanding higher wages, and a thought has occurred to me. I have wondered which was the greater crime, for a workman who is fighting for merely enough to live on and support his family to strike for higher wages, or for the president of the United States Steel Corporation to go to Washington and arrogantly demand of the United States Government \$80 a ton for steel which costs less than \$40 to manufacture. If the German kaiser is behind the workmen's strike, who is behind the steel corporation?

"The recruiting of the ranks of the I. W. W. from among peaceful and law-abiding workingmen is a mighty dangerous symptom. The vicious doctrine of this organization only falls upon fruitful

soil when it is spread among workingmen rendered desperate in the fight for existence by seeing the necessities of life soaring to unprecedented prices while millions are being coined by 'pawnbroker patriots' from the needs and miseries of the nation." — *Weekly News Letter*.

## Unfair to Workers

Editor Gaston, of the Fargo, N. D., *Daily Courier-News*, asks "Why should we consider it paramount to maintain the present wage scale of the country?

"We are not maintaining the price scale of the country. We are not maintaining the scale of profits of the makers and jobbers, either of war munitions or of the ordinary articles of commerce. Do we intend to establish the principle that if there are unusual profits due to the war and due perhaps to unusual patriotic effort on the part of workmen that these profits belong solely to stockholders and employers? Shall we appeal to the workers for the sake of patriotism to refrain from striking, to put forth every effort in the name of patriotism, and then give the extra profits of that extra effort to the employers of these workmen? Do not the workers need to be 'stimulated' in a substantial way, also?" — *Weekly News Letter*.

## Thinking Citizens Uphold Governor

The *Non-Partisan Leader*, official magazine of the farmers' Non-Partisan League, North Dakota, is in hearty accord with Governor Frazier's proclamation to peace officers that they must check "law and order" mobs or be removed from office.

"The proclamation expresses the views on labor troubles held by every thoughtful citizen who is not swayed by prejudice or unreasoning bitterness," says this paper.

"Any person burning or attempting to burn crops, destroy harvesting machinery or commit disorderly acts of any kind against employers of labor will be attended to under the law," the governor says.

On the other hand, the governor says, that any attempts by peace officers to

violate the law on the other side, will likewise be suppressed. Laborers are not to be clubbed and driven out of the community because they ask wages higher than peace officers may think justified; they are not to be mobbed because they assemble peacefully to hold meetings, or because they are "broke."

In other words, the governor knows that labor riots, lynchings and other disgraceful proceedings are usually the result of enforcing the law against one side of the controversy and failing or refusing to enforce it against the other. We have laws to take care of persons attempting to destroy property and it should be enforced vigorously against them, says the governor. But it is not for peace officers, or mobs or "vigilance" societies to take the law into their hands. When they do, they can not blame the laborer who thinks he has a grievance, when he takes the law into his hands. We do not want civil war in the United States, now of all times. — *Weekly News Letter*.

#### Says Draft is Used to Coerce Workers

Trade unionists of Philadelphia, have protested to a local district appeal board that the Midvale Steel company and the Baldwin Locomotive Works are holding exemption from the draft as a club over the heads of their employees to coerce them into working under objectionable conditions.

The steel company is also charged with violating the federal eight-hour law and abandoning three shifts in many shops and substituting two shifts of 10 hours each with the same wage formerly paid for the eight-hour day.

Vice President Tobin of the International Brotherhood of Blacksmiths and Helpers made the charges, which were supported and later elaborated upon, by a dozen trade union executives, who urged the board to exercise caution so as to prevent employers from intimidating workers into submitting to unjust working conditions under the threat of having their industrial exemption from the draft revoked by the district board.

Vice President Tobin said that when employees of the steel company protested

against conditions, officials told the men they could "either take it or leave it." They made it clear to the protesting men, however, that by leaving the company's employ all rights to industrial exemption would be forfeited.

Charges that unfair advantage is being taken of the draft law by industrial corporations were not confined alone to the Midvale and Baldwin plants. The ship-building companies on the Delaware river also came in for sharp criticism. They were accused of banding together to "blacklist" workers and prevent them from leaving their places of employment. — *Weekly News Letter*.

#### Law and Orderite Grilled by the Mayor of San Francisco

President Koster, of the Chamber of Commerce, and moving spirit in the business men's \$1,000,000 "law-and-order" committee, will long remember Mayor Rolph's reply, Sept. 8, to the charge by Koster that he (Rolph) has failed to preserve law and order during the present street car strike.

Koster is spokesman for a small group of blind and unreasonable anti-unionists who favor, as Mayor Rolph said, Napoleon's "whiff of grapeshot" every time workers dare to strike.

"Neither you, nor the law and order committee," said the city's executive, "has earned, by any conspicuous devotion to law and order, the right to lecture me or the police department.

"On the contrary, the attitude and activity of you and your particular group, have done much, in my opinion, to engender the industrial unrest and class hatred, culminating on a few occasions in turbulence and violence which have lately distressed this community.

"I am quite as strongly opposed to lawlessness and disorder as you and your committee can possibly be; and I am, moreover, opposed to every form of lawlessness and disorder, whether committed by a corporation, a striker, or a strike-breaker, and whether that lawlessness takes the form of bribery, perjury, or any sort of chicanery, or the more violent form of assault and murder.

"No one can regret and resent more intensely than I do the murder committed or the occasional violence which has occurred the last few days, has disgraced the street car strikes, and which you say that I, as mayor, and the police department have not done everything in our power to maintain order and prevent violence and crime, and when you intimate that we have not in fact succeeded in preventing violence and crime as well as it can possibly be done under the circumstances, you utter a falsehood which may be based on ignorance or prejudice, but to me appears deliberate.

"It is particularly difficult for the police to prevent all violence in a street car strike, a teamsters' strike, a railroad strike, or any out-of-doors strike of that character. No police department in any city, so far as I know, has ever succeeded in maintaining perfect order, in a bitter and prolonged labor dispute of that kind. No one except a fanatic or a fool would expect such a perfect result.

"Since the commencement of this strike the whole police department has been doing extra duty and exercising the greatest vigilance and diligence to prevent disorder. Policemen have been recalled from their vacations, a great many of the policemen on special details as clerks in headquarters have been put on patrol duty, and the whole department is working on 12-hour instead of 8-hour shifts, seven days a week.

"Since the beginning of this strike there have been more men on patrol duty in San Francisco by day and night, than ever before in the history of the city. The disorders that have occurred have been few in comparison with the disorders in street car strikes that occurred in former years in San Francisco. Either you know these facts or you refuse to know them.

"Doubtless you are disappointed because the police have not yet turned machine guns on crowds in our streets and killed a few dozen strikers, including the customary number of innocent bystanders; but with all respect to your opinion, I think the police do well to enforce law and order as firmly as they have done, but without any quick or

wanton slaughter of the people. Violent and bloody repression has never maintained law and order so effectively as firmness, coupled with moderation and common sense.

"It is unfortunate that so many persons of your type in this country are so incurably stupid and ignorant about business and industry, the very matters in which you are most concerned and in respect to which you deem yourself most enlightened. The world is changing all around you, and you and your kind don't know it any more than the czar knew what was happening to him and Russia until it was all over. You still believe in Napoleon's whiff of grapeshot. You still think that industrial discontent can be quelled by the policeman's club. Happily the rest of us do not need to take you or your law and order committee as seriously as you take yourselves.

"Law and order will be maintained in San Francisco by the police department in spite of the bitterness and hatred which have been aroused in this community by the attitude of yourself and your law and order committee."

### Now Bosses Use Boycott as Weapon

The Inland Empire Employers' Association, of Spokane, Wash., which has frequently strongly opposed the boycott on the part of labor unions, has come out openly threatening to use this means itself. It proposes to use it against the Chamber of Commerce if that body does not have its trustees adopt a resolution to fight to maintain the "open shop" issue.

In order to enforce its demand, the employers' association has threatened to withdraw from the Chamber of Commerce. So that the members of the organization may know the importance of this step, the association heads have told the Chamber's trustees that they are contributing \$28,000 yearly to the support of the commercial body.

Now they are trying to compel the passage of an open shop resolution on penalty of withdrawing this support.

The resolution states that commercial growth and prosperity—to the merchants

—can come only under the open shop policy, as then it is impossible for any “concentrated labor organization” to raise the cost of labor.

Trustees of the Chamber of Commerce are hardly likely to let the association carry into action its proposal to withdraw \$28,000 a year—not even if it is compelled to pass a resolution it may not care particularly to endorse publicly.—*Cleveland News*.

### Urging Women into Men's Jobs

A Philadelphia newspaper prints a first-page story, embellished with large pictures, of 200 women employed in the machine shops of the General Electric Company.

This is how the newspaper attempts to make the public forget its former preachments that “women's place is in the home:”

“Already pretty girls and capable matrons are at work on the spacious floors of the General Electric Company, operating lathes, running the drill punches with a will, all of them neat and trim in the new masculine uniforms, all feminine in spite of the trousered legs.

“Blue chambray is the chosen material; little Dutch caps keep back flying hair from the whirring wheels; white feet and ankles showing beneath the full gathered trousers complete the effect of the woman ‘there for business,’ but still very much a woman.”

Company officials are quoted as saying that women will be employed entirely, “except for such machine work that is too heavy for any except a man.”

It is intended that the public will accept new conditions because the women are pictured as being “perfectly delighted” with their new overalls. This uniform, the newspaper assures us, “retains woman's femininity” in the greasy, thunderous machine shop.—*New York Observer*.

### The Iron Law

Left to the mercies of unrestricted competition, the workingman is subject to the “iron law of wages,” which is that wages tend forever to go down to the

limit of subsistence, or in other words, that the workingman will get just enough wages to live or rather, to keep himself alive.

As long as there is an unlimited number of people anxious to take his job at wages which will enable them to keep body and soul together, he is obliged to work for similar wages or lose his job.

The workingmen of this country are familiar with this law.

They have learned it not so much from the text-books of political economy, where it is set forth with pitiless precision, as from the still more pitiless school of bitter experience.

What is it that keeps wages in this country—and elsewhere for that matter—above the mere cost of living? What is it that has compelled employers to give more than enough to sustain life in the workers?

It is organization, the labor union. Nothing else.

Without the labor organization to compel them, employers will inevitably keep down wages to the level of the lowest. Such is competition. And, as Charles Nagel, formerly Secretary of Commerce and Labor in President Taft's administration, said, in a magazine article about railroads and public control of them, “the meanest competitor sets the standard.”—*Garment Worker*.

### Degrading Punishment

The revolution in Russia and the reforms brought about in some instances, reminds us that we have some things in common with the revolutionaries.

The reform party in Russia demanded that punishment in the army shall not be of a degrading nature, and in this respect we could well follow the party and make a request that in railway management this form of punishment should be abolished. It is little short of barbarism, to punish a locomotive engineer by making him do a fireman's work, and for a man who, perhaps, is many years his junior in the service.

This has been the form of punishment inflicted for many years by the officials, and although repeatedly urged upon the

manager the necessity of inflicting a more humane punishment, we have, so far, failed to achieve that object, but we are not without hopes.

There seems a strong tendency on the part of the officials to cling to old time customs instead of revising their methods according to the progress of ideas. The punishment for a serious offense which does not warrant dismissal is to reduce an engineer of first grade to a fireman for six months. The punishment amounts to a monetary loss of about £25, which would be willingly paid in preference to the degrading punishment which accompanies the loss of pay when acting as fireman.

If the Department could see their way to abolish this degrading punishment the monetary punishment could be inflicted by reducing an engineer to second grade engineer, or reducing a second grade engineer in wages for a time. We have studied the influence of this degrading punishment, and our conclusions, which are absolutely sound, are that the Department by this form of punishment breeds an employee who nourishes a grievance against the Department. Many members we have discussed the matter with say that they admit their fault, which justified some punishment, but they bitterly resent being made a scapegoat of by the Department, and invariably they assert their intention of getting it back on the Department, and as an engineer's work demands certain freedom of action to perform such, it is easily seen that his day of retribution soon arrives.

The Department may have the satisfaction of making a scapegoat of a man, who through pure inadvertence commits an offense against the rules, but the member has the ultimate satisfaction that he has got one back on them in other ways, and he continues to do so as long as he is in the Service. The Department by this form of punishment creates a sullen, discontented employee, and one who goes about with a grievance against the Department. It would be better by far that such punishment were abolished, and a more humane system introduced. It is regrettable that punishment should have to be inflicted at all, and we are as-

sured by the officials that it is distasteful to them. Yet, we would like to see them revise the system by abolishing this form of punishment, and show in a practical way that they have a distaste for punishment, and when it is inflicted on some unfortunate that it is done with a humane heart, and as a duty, and not in a revengeful, spiteful manner. — *New Zealand Locomotive Engineers' Journal*.

### Compulsory Arbitration

In 12 months 56 strikers were prosecuted in New South Wales, and fines amounting to £2,592 imposed. In the same period 2,909 employers were prosecuted under the Arbitration, Factories, Shops, and Early Closing Acts, and penalties of £2,729 inflicted. — *Australian Labor Press Item*.

So this is what we would get under compulsory arbitration. Fifty-six strikers are fined to the tune of £2,592, making the average fine more than £46 per head; 2,909 employers are penalized the grand total sum of £2,729, making their average fine less than £1 each. This is justice with a vengeance. It is very much like our own home-grown justice which mulcts labor by laws enacted for the sole purpose of curbing the trusts. — *Coast Seamen's Journal*.

### Gompers Praises the Labor Press

BY SAMUEL GOMPERS

Publicity is a mighty force in propagating any cause. No matter how worthy or how noble the purpose of the movement, if they cannot be correctly presented and brought to the attention of the people the movement loses in effectiveness and force.

Labor papers have done much to clarify public thought and to impart correct impressions of the purposes and policies of the workers.

The men giving their time to these labor papers are performing a work very necessary to the success of the organized labor movement.

Regular and burdensome is the duty whose greatest reward is the satisfaction of promoting the well-being of the

workers. Many are the temptations to turn aside for the handful of silver, the office or the honor offered. But, true to their conscience and humanity's best interests, this group of labor editors stay faithfully by their chosen work and help mold public opinion and conscience that the people be aware of tendencies and their meaning.

All the workingmen owe these labor editors both moral and financial support and honor and gratitude for the services rendered day after day. They are doing a work for formative power that will have a telling effect upon history, but their services should be recognized by the men of today as well as in the pages of history.

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### Labor Unions

Too long have we been hearing arguments in favor of things which have been recognized for many generations, but the era of the common man has arrived, and this great labor movement is bound to win. No human power can prevent it, and no divine power will, because fundamentally this great labor movement is a moral and religious crusade. Thousands of men are being deluded by the vain hope that if they can abolish the labor unions they will have solved the labor question. These men forget that the labor union is not the labor question.—*The Rev. Charles Stelzle, Department of Labor, Presbyterian Church.*

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### Must Recognize Unions

In a speech in Olympia, Wash., Aug. 25, H. L. Hughes, a state official, declared that industrial peace can only be secured by employers conceding the right to workers to organize and then to settle differences by conference. He predicted that the lumber barons in this section would have to recognize these principles.—*Weekly News Letter.*

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### Union Men, Are You Looking Ahead?

Union men, if you will pause and think of the future, you must know that when the big war closes radical changes are going to take place in the field of labor.

Hundreds of thousands of workers in

certain occupations will find themselves without employment.

The day is approaching when a readjustment of labor conditions must take place, a more radical change than perhaps any we have known.

What preparations are you making, you men of labor? You must realize, if you pause and give the matter careful consideration, that the burden or readjustment must fall upon the shoulders of the organized men and women. In preparing we should educate and organize the unorganized of today. They should be made to understand that the more thoroughly are the workers organized, the more carefully are they unionized, the less suffering there will be.

Business men are interested in this—the smaller business men. They, too, should lend a helping hand in the readjustment, working together with the organized forces of labor, for the more labor there is displaced and the less labor receives, the harder it is going to be for the small middleman to continue in business.

Steps cannot be taken too soon looking forward to the employment of those who are going to lose their jobs when the war closes. Then there must be a movement back to the farms. It is inevitable. Arrangements should be made that will enable the unemployed to secure farms, to secure implements and get a start. But the first thing necessary is to organize and educate, and this work cannot begin too soon.—*Union Labor Advocate.*

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### Trade Agreement in the Shipyards

Spurred on by the threat of a shipyards strike of 100,000 men on the Pacific coast, where the strike vote had been adopted and a walkout had been delayed only by heroic effort on the part of international union officials, as well as the unrest on the Atlantic seaboard, the Government concluded on August 24 a "treaty" with the component unions of the American Federation of Labor whose members are employed in American shipyards.

Under the terms of this compact, the national board of adjustment which it creates will be the final arbiter of industrial disputes as to wages, hours and con-



ditions in the yards, and the several labor organizations signatory to the agreement undertake to avoid strikes while it shall continue in force. Awards will be retro-active as to wage demands, and all circumstances which may seem to call for a change in labor standards will, upon complaint or demand, be duly considered. Awards may be reopened after six months for new adjustment.

While the unions do not, under this agreement, get what many union officials expected to win—recognition of "union standards" as the basis for further adjustment, as in the case of the agreement entered into some two months ago between the organized building trades and the War Department to cover the construction of army cantonments—the spirit of the agreement is considered to be wholly sympathetic with the establishment of a much higher standard than now obtains in many yards.

As viewed by government officials, the significant feature of this agreement is the fact of its being negotiated directly between the government and the organized workers, and that the representatives of these workers whose assent was found to be essential were the heads of the various national and international unions directly employed in the industry. The signatures of the officers of the American Federation of Labor were also affixed to the agreement, but only after the principle of direct labor representation had been established. No other compact, in the opinion of both sides to the negotiations, would carry sufficient weight for enforcement.

President Wilson has named V. Everit Macy, of New York city, as chairman of the board. Samuel Gompers has named Alfred J. Berres, secretary of the Metal Trades Department of the American Federation of Labor, as the labor representative, while the representative of the Emergency Fleet Corporation had not been announced at the time of going to press. Assistant Secretary of the Navy Roosevelt will act for that department where its interests are affected by awards. In case of a tie vote, where Mr. Roosevelt sits with the board, Secretary of War Baker, as chairman of the Coun-

cil of National Defense, will act as umpire. Those who signed the agreement are:

F. D. Roosevelt, acting secretary of the Navy; Edward N. Hurley, chairman U. S. Shipping Board; W. L. Capps, general manager, Emergency Fleet Corporation; James O'Connell, president, Metal Trades Department, American Federation of Labor; William H. Johnston, president, International Association of Machinists; A. J. Berres, secretary-treasurer, Metal Trades Department, American Federation of Labor; Samuel Gompers, president, American Federation of Labor; Joseph F. Valentine, president, International Moulders' Union; Theobald M. Guerin, United Brotherhood of Carpenters and Joiners; John M. Donlin, president, Building Trades Department, American Federation of Labor; John R. Alpine, president, United Association of Plumbers and Steam-Fitters; Milton Snellings, president, International Union of Steam and Operating Engineers; Joseph A. Franklin, president, International Brotherhood of Boilermakers and Iron Ship Builders; James Wilson, president, Pattern Makers League of America.

As provided in the agreement, the adjustment board is to consist of three persons to be appointed by the United States Shipping Board Emergency Fleet Corporation, one member to represent the corporation, "one to represent the public (Mr. Macy) and to be nominated by the President of the United States, and one to represent labor, (Mr. Berres)." Mr. Gompers is to name another man to represent the woods trades, the appropriate member to sit in any given case. In hearing a case concerning a given plant the board is required to invite one person representing the owner and one representing the working forces of the plant to sit with it with voting power.

Similarly the secretary of the navy, or someone designated by him, shall sit with voting power if a question arises in a private plant in which construction is also being carried on for the navy. In case of a tie vote the chairman of the Council of National Defense, or someone designated by him, is to decide. The country is to be districted geographically by the board, and the contractors and labor organizations in each district are required to select examiners, removable by the board at any time on unanimous vote.

Reports of disputes as to wages, hours

or conditions of labor which cannot be adjusted locally are to be reported to the board by the district officer of the United States Shipping Board Emergency Fleet Corporation; the board in turn will send an examiner to bring about an adjustment, if possible, or, failing in this, to make a report to the board recommending terms of adjustment.

The agreement concludes as follows:

As basic standards with reference to each plant where such construction is being carried on, the board shall use such scales of wages and hours as were in force in such plant on July 15, 1917, and such conditions as obtained on said date in such plant. Consideration shall be given by the board to any circumstances whatever arising after such wages, hours or conditions were established, and which may seem to call for changes in wages, hours or conditions. The board shall keep itself fully informed as to the relation between living costs in the several districts, and their comparison between progressive periods of time.

The decisions of the board shall, under proper conditions, be retroactive, in which case accounting such as may be proper shall be made in accordance with the directions of the board.

The decisions of the board will, insofar as this memorandum may be capable of achieving such result, be final and binding on all parties; but at any time after six months have elapsed following any such ratified agreement or any such final decision by the board of any question as to wages, hours or conditions in any plant, such question may be reopened for adjustment upon the request of the majority of the craft or crafts at such plant affected by such agreement or decision.—*The Survey for September.*

#### Due to Efficiency

The average freight rate per ton per mile received by the railroads of the United States in 1916 was 7.16 mills, the lowest on record.

This fact has been officially confirmed by the abstract of statistics for the fiscal year ended June 30, 1916, just issued by the Interstate Commerce Commission.

The decrease in 1916 is probably attributable mainly to the increase in the proportion of low-rated commodities during the year, principally of coal and other products of mines.

The commission's report also shows that the average operating expenses per

train-mile increased from \$1.77 in 1915 to \$1.83 in 1916.

The fact that the railroads were able to show the largest gross and net earnings in their history in the face of such an increase in operating costs, while receiving a lower average rate than ever before, is attributed to a remarkable increase in efficiency of operation.

Increase in employees' wages does not appear to have pauperized the railroads to any noticeable extent in view of the facts here presented.—*Weekly News Letter.*

#### Car Shortage Reduced

The railroads' war board, a sub-committee of the Council of National Defense, announces that the freight car shortage has been reduced to 33,776 cars, or one-fourth of what it was on May 1. It is stated that this result has been accomplished by organization at a time when the railroads are supplying from 15 to 20 per cent more freight service with the same number of cars than was being given this time last year.—*Weekly News Letter.*

#### Selfishness

There is all the difference in the world between the selfishness of a capitalist and the so-called selfishness of a great trade society. The one means an increase of self-indulgent luxury for one man or a single family; the other means an increase of decency, increase of comfort, increase of self-respect—more ease for the aged, more schooling for the young, not of one family, but of a thousand, or ten thousand families. Others may call that selfishness, if they please; I call it humanity and civilization, and the furtherance of the commonwealth.—*Hon. John Morley, Minister of the British Cabinet.*

#### Girls in Steel Plants

A. A. Corey, general superintendent of the Homestead Steel Works, Pennsylvania, one of the biggest plants of the United States Steel Corporation, predicts that 1,000 girls will be on his payroll before the end of the year, as a result of the war's inroads among male employees.—*Brookfield Gazette.*

### Ask Organization to Study Labor

Recommendation that the Council for National Defense authorize a national organization to study the labor situation in war time, was made yesterday to Secretary of War Baker by the Chamber of Commerce committee on industrial welfare.

Says the letter:

"In Cleveland there is a shortage of workmen of the unskilled and semi-skilled type. There is a large number of unemployed men, and among those, many unnecessary changes of employment and absences from work.

"Agriculture in many parts of the state is already hampered by a shortage of labor. This condition threatens to be serious at the time of harvesting crops. The experience of our allies warns us of the economic loss to the nation when individuals work beyond their strength or in occupations for which they are by training or physique unfit.

"Therefore, the Cleveland Chamber of Commerce respectfully requests that the Council for National Defense form or authorize a national organization which shall have state, city and county subsidiary organizations, whose purpose shall be, first to study the labor situation nationally as well as locally, and next to devise plans to insure the full utilization of the labor power of the country to the end that in this time of stress the efficiency of the nation be not impaired."

—*Cleveland Plain Dealer.*

### Council of National Defense

#### BULLETIN NO. 1—FOREIGN-BORN WOMEN IN INDUSTRY

Short hours, fair wages, and sanitary labor conditions for foreign-born women in industry have been announced as the wartime demands of the government at Washington. In order to obtain maximum output and at the same time safeguard the health of the workers, federal authorities are prosecuting rigid investigations of factories, stores and workshops. Co-operation of managers and foremen is being sought in an effort to avoid those abuses of women in industries which prevailed throughout British,

French and Canadian munition plants during the war.

Difficulties which have arisen due to the inability of the foreign women to understand orders are to be eliminated by widespread instruction in English. Those workers who have fallen victims to unprotected machinery and fire, because they could not grasp the meaning of printed and spoken warnings, will be taught English. One factory has already reported a 5 per cent decrease in accidents among its foreign-born employees, as a consequence of English teaching.

Ignorance of the labor laws, which has resulted in deception and exploitation by unscrupulous employers, will be dispelled by informing the women workers regarding the legal standards of their industry.

"Even more important than the wealth of the nation is the health of the nation," is the dictum of officials at Washington. And with vigorous determination, the government is acting to prohibit night work for women in industries.

Women laborers who slave in factories at night are neglecting their children, according to government investigators. Americans everywhere are asking "Shall the little children bear the burden of the war?" The reply of the government is to organize effectively all infant health stations, school lunch rooms, day nurseries, settlements and kindergartens.

Believing that an ounce of prevention is worth a long ton of cure, federal authorities are appealing to these women workers to refuse all night employment as long as they have children under school age. "Let us see to it that the end of the war does not find our mothers and children broken in health and spirit," is the plea of far-sighted officials.

The eight-hour day, a living wage, one day of rest in seven, prevention of night work for women, education of foreign laborers against industrial pitfalls—these are among the demands expressed by powerful government leaders.

### Sec'y Wilson Lays Strikes to Profiteers

Direct responsibility for strikes and the spirit of unrest in the ranks of labor since the war began was placed on the shoulders

of unpatriotic profiteering of American business men by Secretary of Labor Wilson today, addressing the war convention of American business men.

"I have told labor," said Wilson, "that this is no time for them to force changes of standards they could not change in peace time; that this program endangers the future liberty of our people.

#### NO TIME FOR PROFITEERING

"I now tell you American business men that this is no time to stand upon your prejudices, nor to insist upon profiteering, as many of your members have been doing.

"If you could not collect abnormal profits in normal times, you should not take advantage of the necessities of your country in this time of crisis."

Labor has been restless, Wilson said, because word has gone forth that the iron and steel manufacturers are making 200 to 400 per cent profit, and other industries are making enormous profits.

"This feeling has been justified," Wilson continued. "My investigation of the coal industry in the eastern states showed that some producers are extorting a five and six dollar margin on coal. — *By United Press.*

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#### Conscript Wealth as Well as Men

In commenting on the result of the recent Minneapolis conference, the *Courier-News* of Fargo, N. D., says:

"The American Alliance for Labor and Democracy in its declaration of principles adopted at the conclusion of the big conference in Minneapolis came out strong for a number of progressive war measures, important among them being 'conscription of wealth as well as of men.' This is in direct line with the arguments which have been presented from time to time by the *Courier-News* and is only another indication that the campaign for an even distribution of the war burden is bearing fruit.

"It is argued that when the men of the nation chosen under the selective conscription plan of the government are taken to the front, they give all they have to give—their lives. It is no more than fair then, that the man who has been able

to amass great riches in this country should give of what he has, his wealth, and the government should demand it if he is not willing to give it freely. Many of the great fortunes in the United States have been the direct result of the war, and of these more than any other demands should be made.

"The American Alliance also has a number of other ideas in the declaration of principles, including heavy taxes on incomes, excess profits and land values. It declares for equal suffrage and insurance for sailors and soldiers and demands that the government take quick action with regard to speculative interests which have taken the war as an excuse to enhance the prices of necessities.

"A committee was appointed to extend aid and encouragement to the new Russian republic and it is expected that they will go to Russia where they will be able to make an actual study of conditions and needs of the country.

"All through the meeting in Minneapolis was a strain of loyalty, and in every utterance and action during the sessions there was endorsement of the government and an assurance of the loyalty of the laborers. It is only asked that the man who works with his hands be given a fair deal."—*Weekly News Letter.*

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#### Railroad Earns 38 Per Cent.

The Delaware, Lackawanna & Western Railroad earned 38 per cent on its capital stock last year, or almost twice the 20 per cent paid in regular and extra dividends.

Its gross earnings for the period ended with December 31 were \$51,580,000, an increase over 1915 of \$6,794,000, and the balance after fixed charges had been deducted, was \$16,200,000, an increase of \$5,237,000. After paying 10 per cent regular and the usual 10 per cent extra the company had a surplus of \$7,756,000, as compared with the \$2,519,000 remaining at the end of the previous year. — *The Garment Worker.*

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#### Attack Labor Law

A conference was held in Charlotte, N. C., with the purpose in view of

attacking the Keating-Owen child labor law and securing a decision similar to that made by Judge Boyd. Counsel and cotton mill owners from practically every southern state were represented. It is alleged that the conference determined to enter probably 12 or 14 suits to test the constitutionality of the law in as many federal districts. If successful in their efforts, the cotton mill owners feel they can thus avoid compliance with the provisions of the law without awaiting a decision from the United States supreme court. — *Weekly News Letter*.

### Equal Pay for Equal Work

Under the above caption the *Union Leader*, official magazine of organized street-car men of Chicago, says:

"Notwithstanding the suggestion and advice of the National Council of Defense that existing standards in relation to labor should be maintained, the labor crushers in industry have already commenced to reduce the wage cost of their plants by the substitution of women workers for men at reduced rates of pay. Employers who follow this policy should be branded as traitors.

"While the declaration of a state of war has had little effect upon the supply of men for jobs so far, press reports state that a number of manufacturers are displacing men with women at a less wage than was paid the men.

"Equal pay for equal work' for women who take the places of men in industry is the trade-union slogan. Women who are forced into industry because their husbands, fathers, sons and brothers have been called to the front to protect the liberties of our nation are not only sharing the burdens of war, but must support those who are left behind. The employer who would take advantage of a war crisis to exploit the labor of women should be pronounced, not only unpatriotic, but a traitor.

"Whenever it becomes necessary to substitute women for men in the industrial field the women should receive the same wage as the men. There should be no variation from this rule. Placing low-

paid women in competition with men in any line of industry will destroy present standards and work an injury to all.

"The sex of the worker must not determine the pay. Where women are doing the same work as men they should receive the same wages."—*Iron Workers' Union*.

### Rail Accidents Increase

Increased activity and "speeding up" in all lines of trade is responsible for increased steam railroad accidents which jumped 28 per cent in 1916 over the previous year. The year 1915 showed an increase in these gruesome figures over the comparatively idle year of 1914; the increase last year was even bigger. Figures compiled by the Public Service Commission show that the total number of accidents on steam roads in 1916 was 11,661, against 9,111 in 1915. These ranged from a minor accident, resulting in only lacerations or bruises, up to the slaughter in a collision or grade crossing accident. — *A. F. of Labor*.

### Appeal to Reason Denied Charter

The State Charter Board, Topeka, Kans., Sept. 5, 1917, refused to grant a charter to the *Appeal to Reason*, a Socialist publication issued at Girard. The board based its action on an order by the postoffice department, which according to members of the board, refuses the publication the use of the mails. — *Press Dispatch*

### Illinois Legislature

A law similar to the West Virginia statute has been introduced in the Illinois Legislature and was rushed through to second reading without reference to a committee. A suggested amendment in the following language will probably open the eyes of the Illinois lawmakers to the true nature of the bill: "Possession of money, property or income sufficient to support himself and those legally dependent upon him shall not be a defence to prosecution." — *San Antonio World*.

# THE JOURNAL

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OCTOBER, 1917

## The B. of L. E. and Its Builders

There are some who seem to think the older members, and particularly those who are retired from active service, are not appreciated, and that too much is demanded of them, while their voice is somewhat stilled relative to the active work of the Order, and some are making complaint through the JOURNAL, but these Brothers and all Brothers in active service have injected the principle in our laws. That the active work of the Order must be done by members in active service, so that the principles that actuate them will carry with it all the responsibilities and risk of position common to all others in active service, and eliminating them from holding office and other activities which affect active service members only, does not carry with it any intended reflection upon the older member who has retired, or has been retired from active service.

It is what was deemed a necessity injected into our law, coming out of ex-

perience as the Order struggled on to its present magnitude as a great beneficiary to all men who run locomotives; and possibly a brief review of the conditions which our older members met and conquered will put them in a different light than some seem to look at their relations, and their appreciation.

Brother Frost, whose letter appears in the Correspondence Department of this issue, says he joined Div. 53 in 1872, and if he had held continuous membership he would have had a part in nearly all the struggles of the Order that paved the way to its success.

## A CONTINUOUS MEMBER WINS A PLACE OF HONOR

The older members who have remained members through all the vicissitudes of the Order from 1872 to the present are entitled to great honor, for they are men who recognized that "success is only for those who are willing to stand by their standards, and who are ready to endure the siege of misjudgment, and pay the cost of the struggle"—no inconsiderable sum in that period.

## STRIKE OF 1873

The strike on the Pan Handle occurred in the fall of 1873, caused by a notice being posted that the wages of the engineers would be one dollar less per day from that date, and the unit of sentiment for a strike was immediate, the strike occurring the following morning. The then Grand Chief Charles Wilson condemned their act in the *Cleveland Leader* which resulted in the call of a convention, and a change in leadership, Bro. P. M. Arthur being elected. What followed that strike tested the endurance of many to stand adversity and pay the cost of helping members on strike. So we say again that those who stood steadfast in this period and following years are mistaken if they think that any thoughtful member does not appreciate the old continuous members, who shared in building the Order's foundation. So many dropped their membership because of the assessments that little progress was made in the following three years, except in proselyting and building up the Order in membership, greatly helped by the aggressive and

vicious employing class, and mean wages. In 1876 there were three strikes, as much educational as beneficial, and in 1877 there were six strikes which covered half the mileage in the country, and it was a period which tried men's souls and their pocketbooks as well. It was an educational period for the members of the Order, the railroad managers, and above the other two, opened the mind of the public to the fact that there were rights other than that of money, and that if there was to be peace, the public must learn some of the sociological needs of humanity.

#### THE STRUGGLE OF 1877

Strikes came thick in 1877, New Jersey Central in January, Boston & Maine, February, because of a reduction of wages and other grievances; Reading Railroad, because the management concluded to smash the Brotherhood, and issued an order that the engineers must withdraw from the Brotherhood or leave the service of the company; they left the service in a body.

The strike on the Baltimore & Ohio occurred in July because of a reduction of wages below decent living conditions; and the reduction of wages on the Pennsylvania Lines brought on a strike attended by great destruction of property, depredations not committed by the organized men, but by the rabble outside of the great number out of work. Members of the B. of L. E. acted as guards of the property, and did all in their power to show their disapproval of violence and that they were only asking for a just reward for services rendered and some degree of stability to their positions.

#### THE PRESS ON THE SIDE OF PROPERTY RIGHTS

The abuse of the Grand Chief and the members of the Brotherhood was as vicious as toadyism to capital could make it; the discussion was not from the standpoint of any moral right; the cause that led to the strike had no place in the minds of the public press.

We give the following extract from the Rutland, Vt., *Herald*, of July 28, 1877, as a sample of the vituperative expressions common to nearly all of the press:

#### MUST WORK FOR SUCH WAGES AS EMPLOYER OFFERS

"Mr. Arthur is the head of the Brotherhood of Locomotive Engineers, and he is reported as saying that while the organization had no hand in organizing the strike, the company must yield before work is resumed, but if Mr. Arthur means that he and his associates will not permit work to go on till the company yields, we beg leave to inform him and his or any other Brotherhood, that such a doctrine is of the essence of mob law.

"He and his associates may do as they like about working for reduced wages, but we claim the right to take Mr. Arthur's place on an engine for the low wages which he refuses, and he and his associates must let us alone. The wise thing for Mr. Arthur to teach his associates is, that other men have just as good right to run an engine as they have. We have a profound sympathy with workingmen, but this mob law spirit, this dog-in-the-manger policy we condemn, because it is unworthy of the intelligence of the workingmen; unworthy of civilization; opposed to all order and security of property or life, and is revolutionary in the extreme. The whole force of the land is at our disposal to protect us in our rights, and to *work for such wages as we can get*. The fatal error of the Brotherhood and other Orders (for we have no more reference to those of the railroad men than any other) is that they want to rule the whole land for their own special benefit; they will work so and so, and for so much and no less, *and nobody else shall work for less*. That is simply communism, or mob law, and when the law prevails, there will be no work for either brotherhoods or outsiders. We may err in respect to the future of these unions, but we apprehend that this strike will prove the fatal blow to their life. The public has been catering to and caressing the unions, but their eyes are open to the fact that they have had vipers in their bosoms, mobs in their places of business, and societies hostile to the public peace and good order of the land. We do not think the unions fully saw the inevitable result of their organizations before these strikes and riots, but they see it now, or the

country does, and decides most forcibly against them. These unions or the United States Government must go to the wall; which shall it be? Will sensible men hesitate to decide?"

If the *Rutland Herald* of today remembers its past expression of opinion, it may wonder how it came to be such a false prophet.

The *Herald* was not at all lonesome in expressing like opinions. All the newspapers were catering to wealth and contending for the right of property, and though they acknowledge that the conditions offered by the employing class to labor were indefensible, they had no condemnation to offer. All they saw was the property right, that gave him both the right to fix the price he would pay, and the price of another man's service.

Even the motherly Philadelphia *Public Ledger* was in the movement to condemn and belittle both the Grand Chief and the organization. An editorial on Aug. 3, 1877, said:

#### THE GRAND CHIEF A DEMAGOGUE

"Whatever other position P. M. Arthur, Grand Chief Engineer of the Locomotive Brotherhood, may be fit for, he is manifestly not the man to put forward as the spokesman of the railway workingmen. He says the motto of the Order is 'Come, Let us Reason Together,' then he goes off into a course of misrepresentation, exaggeration and vituperation of railway officials and railway owners in the mass. That is the style, that the judgment, that the policy of P. M. Arthur; could any body of intelligent, bright men as the railway men are, have their cause more wretchedly mismanaged and given away? With the cause of thousands and thousands of his brethren in his charge, he puts it forward in the slang whanging style of a barroom stump speaker, shorn of its strength and dragged through the mire. Mr. Arthur ought to be aware that every reading person remembers that the Brotherhood caused itself to be denounced, not because it resisted 'tyranny and oppression' but because its membership, by order of its superiors, struck and stopped their trains wherever their trains happened to be, thus inflict-

ing great wrong and injury on large numbers of innocent people, and by that act proved themselves to be actuated by a lawless disregard of the rights of the people.

"It is their dire misfortune that the societies and organizations they establish for co-operation, and to secure the force of united effort, should fall under the guidance of blind leaders, or the dominion of demagogues, who lead them into dangerous paths, deceive them by false lights, and so are constantly plunging the co-operative effort of the workingmen into defeat and keeping them forever in disrepute."

It was a period when the employing class, particularly the railroads, were trying by every means in their power to head off the growth of organized labor, wages were at the starvation point, hours were without limit, a trip was a day, however long it took to make it, and the attitude of the employing official is well represented in the answer of Mr. Faber of the B. & M. Railway when asked in regard to the request of the engineers, "that the oldest in the service have the preference to runs," Faber exclaimed: "I'll look after that, it's none of their d—d business."

#### A STRUGGLE FOR JUSTICE

That mistakes were made in the management of the affairs of the Order in this period no one will question, but it was an educational period, as we have said before, in fact a miniature revolution, that which has been necessary in all instances when the rights of the common people were secured, and it brought to the public mind the fact that one-fourth of the people live in ease, while the other three-fourths contribute to it, some of whom began to think that there was need of some power to correct the power of the few to dwarf or ignore all the rights of the many, and to feel as Wendell Phillips said in an address delivered in Steinway Hall, New York, in 1871:

#### WHEN 5000 DEPEND UPON ONE

"I am ashamed of the civilization which makes 5,000 needy men depend upon one man for an existence."



While the press generally continued to condemn violence, nearly all of them began the discussion of cause and cure.

#### STRIKES ENLIGHTEN THE PUBLIC AS TO CAUSE

One said the effect of any great social agitation, like the recent strike, is to induce people generally to look into the relative rights, duties, privileges and obligations which the parties concerned in such disturbance should exercise or perform. It may safely be said that there never was a time when the labor question and trade unions were discussed as much in this country as they are now, and the discussion, we think, has led to a clearer understanding of the rights and duties of both the strikers and those who were struck.

#### RIGHT TO STRIKE WITHOUT VIOLENCE

The *Boston Herald* said: "It is no longer a question whether the Baltimore & Ohio strikers had cause for complaint against that company. It is now a question whether they have a right to interrupt the whole business of that section of the country, and by their riotous demonstrations inflict vast injury on the public."

#### THE EFFECT OF CALLING THE TROOPS

The *Cincinnati Enquirer* said: "The terrible visitation which overtook Pittsburgh and Baltimore should be a lesson to the managers of railroads and their employees. What the railroad authorities did at Pittsburgh and Baltimore should be scrupulously avoided by all the principal cities in the West. The great mistake was in bringing out the soldiers and firing on the strikers. The American people look with suspicion on soldiers and standing armies, and will never tolerate the use of militia until after the force and power of the civil authorities have been exhausted. Our mechanics are intelligent, and not insensible to argument and reason."

#### STRIKERS AS ARMED GUARDS

The *Philadelphia Times* said: "The character of the adventurers who are foisting their criminal purposes upon the laborers in various localities is conclusively shown on the Pittsburgh, Fort

Wayne & Chicago Railroad. There the men have struck along the whole line, but they decided there should be no violence or destruction of property, and they had to arm their own strikers to protect the property of the company from the thieves and rioters who attempted to rush in under the strike.

On that line, the strikers have taken possession of the passenger and mail trains, stopped the freights, and are running the passenger trains. The strikers brought Governor Hartranft through, themselves, the Grand Chief having voluntarily telegraphed him that he and his train should be unharmed on the road; but the strikers had to be armed at all important centers of population to protect the property they had assumed to protect from the mob of idlers and plunderers hovering about them howling for the rights of laboring men.

The *Washington Star* said: "What shall we do about it? Jesus of Nazareth has told us and shown us what to do, and there is no other adequate course. He righted wrongs; he healed the sick; he fed the hungry, and rebuked the money changers. He succeeded better than if he had called out the militia."

#### STARVED TO IT

The Troy, N. Y., *Daily Press* said: "Nothing short of actual starvation or the prospect of it could make men so desperate and determined. It suggests that the railroad corporations employing workingmen have ground them down to starvation wages, and all that is required to precipitate a bread riot is for someone to start it."

#### STRIKES COULD HAVE BEEN PREVENTED

The Toledo, Ohio, *Review* said: "Let us remember that the whole terror and woe of this strike could have been prevented, yes, put an end to at once, not by troops, not by blood, not by filling our prisons with starving men who been made criminals through want and poverty, but by the mere word of one or two men, who were faring sumptuously every day at Long Branch or elsewhere, spending thousands daily, while their employees and their babies are crying for bread, and yet these men refuse. Forsooth, our men must not

dare dictate to us; there is a principle at stake, we must control our own property.

#### PEACEFUL CONFERENCE

It was suggested that the official door of the railroad should be opened to the employees, so they might tell their grievances, and have such as were justified corrected, but the management of the railroads stood together on "their property rights, and no recognition of committees representing their employees."

#### LEGISLATION

The Pennsylvania Legislature passed an act penalizing an engineer who stopped his train before arriving at destination, from one to five hundred dollars.

The president of the Pennsylvania Railroad, Mr. Scott, in a long communication told the United States Government what it should do to suppress organized labor. Several States enacted laws dictated by the employing class, but they did not interfere with the progress of organized resistance to conditions that were unjust, and the fact that they were unjust gave incentive to combine for defense, and aggression, if necessary.

#### PEACEFUL NEGOTIATIONS

The property losses through the strikes, and the growth of public sentiment they caused would have been avoided had the railroads dealt fairly with their employees, making it possible to secure many concessions through committees representing the organization, though much of it was done through messengers, the company refusing to receive the committee in their offices. Through these negotiations wages were gradually increased, fines, suspensions and discharges decreased, and strikes were avoided until May, 1883.

#### D. & H. CO.

An unreasonably scientific and impractical eye test for color blindness on the Delaware & Hudson Ry., when many of the men were discharged, brought on a strike, the men demanding that the examination should be with the colors used as signals in practical service, instead of all the varying colors of yarn mixed together.

#### NUMBER OF SETTLEMENTS MADE

In an address delivered to the strikers and the public in Oneonta, N. Y., the Grand Chief stated that he had made settlements with fifteen railroads during his four years as Grand Chief.

#### THE FIRST WRITTEN CONTRACT

The first written contract between a railroad and the Brotherhood of Locomotive Engineers was made with the Missouri Pacific System in 1885, and though we had obtained high standing in the mind of the public, we had not yet forged the key that opened the doors of the railroad managements to our committees.

#### THE NEW YORK ELEVATED RY.

The strike on the Elevated Road in January, 1886, and its success in increased wages and decreased hours, gave strength and confidence to the membership, but it required the struggle of 1888 to convince the railroad managers that it would cost less to negotiate with, than to fight organized employees.

#### THE C., B. & Q. RAILROAD

Contracts were made with the Wabash Railway and the C., R. I. & P. Railway during the negotiations of our committee with the C., B. & Q. officials, and from that time on one contract followed another until every road of any importance was under contract with the Brotherhood of Locomotive Engineers, and our older members who stood steadfast through it all not only got the benefits as they accrued, but demonstrated their manliness by standing by their colors until the principles of the Order won a permanent place as a means of securing justice, and in doing it won a place even with the managers of the roads themselves, and we are sure there is no lack of appreciation for these past strenuous efforts on the part of any of the present-day members.

There may be some of these honored members who think their Badge of Honor is but a piece of tinsel, but we hope that not one has lost his loyalty to the principles that held him in line until he won the badge that indicates the high appreciation in which he is held by the B. of L. E.

### Honorary and Retired-from-Service Members

Brother Frost in the Correspondence Department of this number asks "why an old member out of service or an Honorary member should pay Grand Dues."

While it may be possible that the coming convention may eliminate some portion of the Grand Dues, the law requires all insured members to remain in good standing, and it is not at all probable that the convention will change the law to an extent that all members will not be registered as such in the Grand Office Records, but we have no intention of discussing what the convention may do for the retired and honorary members, and believe the delegates will do as much as is consistent, as they are not lacking in a high degree of appreciation and fellowship for them, but want to point out some of the benefits they receive as members that seem to be obscured by virtue of suggestions that are not consistent, and propositions that are impossible to be carried out by the organization.

We naturally assume that the retired members, or Honorary, who feel that they are penalized in paying Grand Dues, do so for the purpose of keeping their policies in force, as that is one of the legal requirements. We do not think, however, that there are many who feel that way; we are alluding only to those who have expressed that sentiment.

To make our view of the subject more clear, we want to give a little history of mutual insurance associations like our own, and to say that there have been some fifteen hundred associations organized on the plan we are still working under, and that the great majority of them died natural deaths, because the members *grew old* faster than they could fill the other end with young members; those that are still living outside of the railroad fraternities have had to follow the old line companies by graduating the payments in harmony with the age of the member and the extra risk that accumulates with each year. Your Editor carried a policy for years in the Ancient Order United Workmen, at a flat rate of

\$1.00 per thousand; they grew to 15,000 members, but as soon as the abnormal growth dropped back to a normal condition, age kept on accumulating, and the assessments increased, and this went on until bankruptcy drove them out of business, or to the graduated scale in harmony with the age of the members. I have before me the schedule of this association, and it varies little from all other mutual associations.

This schedule of payments on a thousand dollar policy begins at the age of sixteen years, and the rate per thousand is 16 years 84 cents, 24 years \$1.02, 30 years \$1.22, 35 years \$1.45, 40 years \$1.76, 45 years \$2.17, 50 years \$2.60, 55 years \$3.55, 60 years \$4.50. I withdrew when the proposed rate was fixed at \$8.00 per month on a two thousand dollar policy.

The Railroad Organizations are able to continue on the level plan because we have compulsory insurance, and in consequence are enabled to keep an even balance in our membership, and we have the cheapest and most liberal of all mutual associations. One may have his insurance carried upon proof that he is unable to pay his assessments, and if he has been insured for ten years, and there is a real need, he can borrow from the Department. Now let us make a comparison so it may be clearly seen whether our old members should feel that they are badly treated in paying Grand Dues to help keep up an institution which gives them insurance at a cost of \$1.66 per \$1,000.00 when at their age, if they are 50, it would cost them \$2.60 a month, if 55, \$3.55 per month, and if 60 years old \$4.50 per month. In other words, if one of our older members is carrying a \$3,000.00 policy he pays \$5.00 a month, while in any of the mutual associations he would pay \$13.50 per month. The Grand Dues are six dollars, and he has saved it the first month.

Now we will suppose he has carried his policy for thirty years. In that time he has paid into the institution \$1,800.00; the same policy in the A. O. U. W. would have cost him \$2,513.00.

Both these insurance associations have added the maturing policies each month, and made an assessment just sufficient to

pay the liabilities for each thirty days, and consequently there is no fund created to pay back money that has been paid in, or to carry policies for any class of members. We get our money's worth each month as we pay it, for having our families protected. If we want more we must pay more. If we want an endowment policy that pays the face of the policy in any number of given years, we must pay a premium that will produce a fund to pay it with. If we want a policy on which the premiums stop at the end of twenty years, we must be willing to pay the additional cost that will produce money enough to carry the policy the rest of our lives. These things cannot be done without money being provided for it. Opening the door to any greater liberality in the Insurance Department means increased assessments to meet the requirements, and this would be very injudicious, unless we have arrived at the conclusion that every member must pay the risk his age creates. If we want endowment or paid up policies we must classify, and make those who want that kind of policy pay what it costs.

We feel that the B. of L. E. has done a great work, and particularly in its Insurance and Charities. The income of the JOURNAL Department over the cost of production has always gone to the fund to help care for those of the Order who were in financial distress, and I am proud to say that during the twenty-two years under my charge nearly \$500,000.00 has been turned over to that fund, and thousands of dollars besides has been devoted to the care of the needy, and to an extent that we may truthfully say we never have any member in the poorhouse. The Indigent Fund and Pension Association puts us on the top of the liberal and helpful institutions.

We want an open discussion in the JOURNAL of everything that is thought will benefit the membership as a whole, and we have called attention to the above matters so as to avoid, as far as possible, the discussion of propositions which cannot be carried into effect, at least without endangering the future of the organization. Whatever we do must be for the common good, and sanctioned by the

great majority if we are to work together with the oneness that gives us the power to accomplish the things for which we are organized.

### Restoration of Trade Conditions in England

By SIDNEY WEBB

Published by W. B. Huebsch, 225 5th Ave., N. Y.

The author is an Englishman familiar with all the labor problems in England. The book comprises 108 pages, four by six inches, in which he paints a strong picture of the effect of the war on the future of industry in that country, and the condition of life and labor which it prescribes for the millions of workers subject to its "iron laws," and says:

"No such sweeping transformation in the organization of British industry has taken place since what was known as the Industrial Revolution of 1780-1825," evidently meaning the period of the destruction of the knitting machines, and the Combination Act, repealed in 1824, which prevented the combination of working men for improving wages and reducing hours of labor. Since that date the laborers as organized bodies have fought for all the benefits they have received, and now Mr. Webb says: "It is a commonplace saying that the war has revolutionized industry, a revolution brought about, because, upon the strong appeal made by the Government, the Trade Unions without a single exception agreed to do what the national interest required." The requirement was the abrogation of the Trade Union rules, and workshop customs during the duration of the war. The Government, on its part agreed on the honor and pledge of the Nation that things would be restored exactly to the position they were before the abrogation of the Union rules. The Government also gave a statutory guarantee in an act of Parliament, carried unanimously by all parties, and all committed to that guarantee. No condition or excuse, extenuation or waiver being provided for, but a fine is imposed for every day or part of a day, for any employer who fails to put into practice the pre-war Union rules.

Mr. Webb points out, however, what he considers obstacles in the way of the

Government carrying out its part of the contract to make all conform to the pre-war union rules, and enumerates the following reasons:

1. Change the process of manufacture, so as to enable work formerly done by skilled craftsmen to be done by women or laborers.

2. Introduce new and additional machinery with the same object.

3. Engage in work or on process formerly done by skilled craftsmen, by boys, women, and unapprenticed men.

4. Increase the proportion of boys to men.

5. Substitute piecework and bonus system for time wages; and that without any printed and collectively agreed to piecework agreement or other protection against future cutting of wages.

6. Increase the hours of labor, refusing additions for overtime, night duty, and Sunday work.

7. Speed up production, get rid of all customary understandings among the workers of what constitutes a fair days work, or what time should be taken for particular jobs.

8. Soulless demarcation disputes, and ignoring all claims, whether to kind of work, particular jobs, particular unions, particular grades, particular sets of craftsmen, or particular sex.

We in the United States are not protected by any Government agreement that conditions will not be lowered below that which obtained before our declaration of war, and we all know that the employing class will take any advantage possible. We have discussed the "Restoration of trade union conditions" at length because we must stand here on the strength of our unions to correct evils and advance our common interest. The book is well worth the price of 50 cents to all who wish a full understanding of the needs of labor in our own country and under like conditions.

Labor is as loyal in America as it is in England, taken as a whole, and we deserve as much from industrial employment, but we will not get what is justly due from the autocratic money power unless we are in condition to look after our own interests, and that means organ-

ization, and the more complete the more assurance of securing just remuneration for services performed.

This need is appreciated in England and the unions have grown more rapidly than ever before.

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### Rhymes of the Rail

BY C. J. BYRNE

We have been favored with a copy (second edition) of "Rhymes of the Rail." It contains twenty-seven poems, mostly devoted to railroad life. Mr. Byrne is known as the "Poet of the Railroad Yards," and the second edition would indicate that there were attractive features to the rhymes. Anyone desiring a copy should address: Rhymes of the Rail Co., St. Paul, Minn., Box 216. Price 25 cents.

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### Links

BRO. C. L. COSENS has recently been appointed road foreman of engines, with headquarters at Hagerstown, Md. Brother Cosens has already filled the position of assistant trainmaster, and the Brothers of Div. 233, together with his many friends will be pleased to learn of his later promotion, and all wish him the fullest measure of success, for he is certainly the right man in the right place.

Fraternally yours,  
J. E. M., Div. 233.

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BRO. C. J. MILLINGTON paid a visit to the Grand Office recently and asked for a correction of an error in the number of his Division given under his picture on page 702, August JOURNAL. His Division number is 471 instead of 17, and any letters addressed to him at Trenton, Mo., will reach him

EDITOR.

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THE Third Biennial Meeting of the B. & O. and B. & O. Southwestern was held on June 3d and 4th in Junior O. A. M. Temple, Baltimore, Md. Secret meetings of a business nature were held on Sunday and Monday, but on Monday evening the time was devoted wholly to entertainment.

Brother Pack attended all the meetings

and we wish to thank him publicly for his valuable assistance in making them a success. At the close of the afternoon meeting on Monday the 4th, Chairman J. O. F. Covell announced that a banquet had been prepared for us by the ladies of Div. 172, G. I. A., and that they were then awaiting our arrival at the banquet hall. We immediately responded to the kind invitation and enjoyed the feast arranged for us. Mrs. Engler acted as chairman of the banquet committee on arrangements and service.

The manner in which the affair was conducted gained praise from each of the 150 present. The banquet over, we were invited to the upper hall where we enjoyed an entertainment which our committee, assisted by the ladies, had prepared for us. The musical part of the program was enjoyed by all. The Snigel's Family was also a success. Among other interesting features of the program were speeches by Bro. W. W. Puckett, Chairman General Committee of Adjustment, Brother Farber and other members of the General Committee. The entertainment ended at 10 o'clock, and we cleared the floor for dancing which was enjoyed by us and a large number of invited friends until 1 a. m., the whole party numbering nearly 500. A gold watch, which was offered as a prize, was awarded to Mr. Joseph Gannon, a brakeman on the Philadelphia division.

Fraternally yours,  
J. O. F. COVELL,  
Chr. Com.

OFFICIALS of the Southern Railway company announce that out of nearly 18,000,000 passengers handled by this corporation during the last fiscal year, not a single one was killed. The management states that it "takes the utmost satisfaction in this achievement."

No mention is made of the poorly paid section worker who contracted rheumatism in all kinds of weather, the train service employees who lost life and limb, or the shop men who suffer from occupational diseases.

It was with a great deal of pleasure that we learned of the appointment of

Bro. James Stewart to the position of road foreman of equipment, with jurisdiction over Colorado Midland, Cripple Creek and Colorado Springs lines, with headquarters at Colorado Springs, Colo.

Brother Stewart was Chairman of the G. C. of A. on the Cripple Creek & Colorado Springs Railroad at the time of his appointment, and has always been a very active member in the B. of L. E., always ready to help "the other fellow." We feel that he will always do his best for the B. of L. E., and each individual under his jurisdiction.



Bro. Jas. Stewart, Div. 385

The members of Division 385 extend to him their best wishes for his future success.

Fraternally yours,  
P. A. DUNN, Sec.-Treas.

STRIKING smeltermen of the International Smelting Company's plant, Salt Lake City, Utah, have secured wage increases despite intimidating tactics of the Second Idaho regiment, which was sent to "guard the company's property," although none of the strikers had been near the property after they suspended work.

The plant is four miles from Tooele and on one occasion 20 of the soldiers formed

in line near the depot and went through the manual of arms, including bayonet thrusts.

One of the strikers made a remark about being able to take a gun away from Captain Claude V. Biggs, in command of the troop. The captain ordered the worker arrested and placarded his back and breast with the inscriptions, "I am sorry," and "I will never again insult a uniform," or similar words. Tin cans were tied to the worker, and two soldiers, with fixed bayonets, marched him through the main streets, keeping the cans jingling with the points of their bayonets.

A. F. of L. Organizer Young made vigorous protest against Biggs' conduct, which is being investigated by his superior officers. State officials who were aiding the trade unionists in settling the strike when Biggs attempted to create violence, assert that if the colonel of this regiment does not punish the officious captain, the government will be asked to court martial him.

When the strike started most of the employees were non-unionists. Since the settlement the union's membership has increased from a mere handful to over 1,000. — *Weekly News Letter*.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

A man claiming to be Chas. George appeared in Portland, Oregon, on or about May 15, 1917, and worked himself into the confidence of many of the members of the B. of L. E., and the B. of L. F. & E. organizations by promising them, for a consideration, he would prepare them for examination for promotion. He secured the money for this work and after giving a few lectures left for parts unknown.

He also claimed to be a member of the Master Mechanics' Association, and also that he worked under the head of The Northwestern Railroad Instruction Club.

Anyone knowing his present location will do a favor by communicating with the undersigned.

H. CARPENTER, 586½ W. Broadway, Portland, Ore.,

Member of B. of L. E. Div. 277.

A. F. KNIGHT, Chamber of Commerce Bldg., Portland, Ore., Member B. of L. F. & E. Div. 800,

Members of the following Divisions will correspond with the Secretary-Treasurer of their Division immediately.

332—F. D. Conley.

Anyone knowing the whereabouts of Elmer W. Phillips who ran an engine on the Santa Fe Ry., out of Canadian, Texas, will confer a favor by corresponding with his mother, Mrs. Agnes Phillips, Bridgman, Mich.

Anyone knowing the whereabouts of J. H. Dixon, Jr., a member of Lodge 869, B. of R. T., who left New Orleans in February for Kansas or Arkansas, will confer a great favor by corresponding with J. J. Hannen, 3811 Iberville street, New Orleans, La.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Sept. 1, general debility. Bro. Henry McMahon, member of Div. 1.

Marshall, Mich., Aug. 31, dropsy of heart. Bro. Chas. Orn, member of Div. 2.

Cleveland, O., Aug. 7, Bro. S. N. Wilcoxson, member of Div. 4.

Chicago, Ill., Aug. 2, apoplexy, Bro. Geo. S. Dillon, member of Div. 10.

Rochester, N. Y., Aug. 26, heart failure. Bro. Jacob Brewer, member of Div. 13.

Rochester, N. Y., Aug. 26, tuberculosis. Bro. T. B. Ryan, member of Div. 35.

Berlin, N. H., Aug. 31, boiler explosion. Bro. E. A. Troy, member of Div. 40.

Newark, N. J., Aug. 8, suicide. Bro. Richard A. Blake, member of Div. 53.

Omaha, Nebr., July 22, pyorrhea poisoning. Bro. J. S. Osburn, member of Div. 82.

Plainfield, N. J., Sept. 6, dropsy. Bro. Jerry D. Brown, member of Div. 98.

Flora, Ill., Aug. 14, pernicious anemia. Bro. Wm. J. Miller, member of Div. 127.

Campbellton, N. B., Can., Aug. 27, carcinoma of jaw. Bro. Andrew Connell, member of Div. 133.

Houston, Texas, Aug. 22, heart and kidney trouble. Bro. E. M. Murphy, member of Div. 139.

Hugo, Colo., Aug. 23, killed. Bro. John A. Larson, member of Div. 141.

New York City, Aug. 30, heart disease. Bro. H. E. Bloomfield, member of Div. 145.

Montclair, N. J., Aug. 29, cerebral hemorrhage. Bro. E. F. Brown, member of Div. 145.

Poughkeepsie, N. Y., Aug. 30, myocarditis. Bro. J. M. Wheeler, member of Div. 145.

Oswego, N. Y., Aug. 17, Bright's disease. Bro. John Riley, member of Div. 152.

Highbridge, N. J., Aug. 31, gastric carcinoma of stomach. Bro. John Van Fleet, member of Div. 157.

Washington, D. C., Sept. 8, diabetes. Bro. S. J. Kramer, member of Div. 160.

Denison, Texas, head-on collision. Bro. Jerry Scott, member of Div. 177.

Little Rock, Ark., Aug. 19 gangrene appendicitis, Bro. J. J. Brodie, member of Div. 182.

Golden, Colo., Aug. 26, operation, Bro. Harry Greaves, member of Div. 186.

Bellville, Ont., Sept. 2, heart failure, Bro. James Stortis, member of Div. 189.

Chattanooga, Tenn., Sept. 10, infection of gall bladder and cirrhosis of liver, Bro. Jas. W. Conroy, member of Div. 198.

Chattanooga, Tenn., Sept. 6, acute tuberculosis, Bro. A. B. Helms, member of Div. 198.

Proctorsville, Vt., Aug. 25, Bro. Geo. V. Seaver, member of Div. 206.

Springfield, O., Aug. 12, complications, Bro. T. J. Kennedy, member of Div. 208.

Marshall, Texas, Sept. 4, engine turned over, Bro. A. D. Cuberly, member of Div. 219.

Marshall, Texas, Aug. 2, engine turned over, Bro. T. A. Albright, member of Div. 219.

Watertown, N. Y., Aug. 25, heart failure, Bro. Henry E. Baker, member of Div. 227.

Meridian, Miss., Aug. 19, engine turned over, Bro. John Maher, member of Div. 230.

N. Bergen, N. J., Sept. 7, heart failure, Bro. Andrew Giggelman, member of Div. 235.

Knoxville, Tenn., Aug. 12, crushed by engine, Bro. C. E. Seaton, member of Div. 239.

Toga, Pa., Aug. 11, diabetes, Bro. A. A. Warren, member of Div. 244.

Mauch Chunk, Pa., Aug. 16, Bright's disease, Bro. Fred. J. Rehmling, member of Div. 257.

Kingston, Pa., Sept. 5, nephritis, Bro. Chas. Bittner, member of Div. 263.

Neodesha, Kans., Aug. 20, tuberculosis, Bro. Geo. Schabel, member of Div. 270.

Pensacola, Fla., Aug. 31, locomotor ataxia, Bro. W. H. Miller, member of Div. 275.

W. Roxbury, Mass., Aug. 10, dropsy, Bro. Chas. P. Grabb, member of Div. 312.

Mitchella, Va., Aug. 15, cancer, Bro. M. J. Cullen, member of Div. 317.

Medicine Hat, Alberta, Can., May, cancer, Bro. Wm. Rutherford, member of Div. 322.

Medicine Hat, Alberta, Can., killed in war, Bro. Chas. Wilson, member of Div. 322.

St. Louis, Mo., Sept. 7, accidentally fell under train, Bro. C. T. Elliott, member of Div. 327.

Buffalo, N. Y., Aug. 17, killed, Bro. Edward Scanlon, member of Div. 328.

Sharon, Pa., Sept. 1, pernicious anemia, Bro. C. Stanfield, member of Div. 329.

St. Paul, Minn., Aug. 8, pericarditis, Bro. L. Straley, member of Div. 333.

Martinsburg, W. Va., Aug. 9, killed, Bro. A. C. Armstrong, member of Div. 352.

Atlanta, Ga., Sept. 1, engine turned over, Bro. W. C. Reantz, member of Div. 368.

Connellsville, Pa., Aug. 28, scalded, Bro. W. L. Burris, member of Div. 370.

Rouses Point, N. Y., Aug. 10, kidney disease and paralysis, Bro. Thos. Fraser, member of Div. 377.

Woodbury, N. J., Aug. 6, shock, Bro. Joseph Brudon, member of Div. 387.

Kansas City, Kans., Aug. 28, struck by bridge, Bro. Paul McDougall, member of Div. 396.

Bellingham, Wash., May 4, killed, Bro. J. C. Trutle, member of Div. 399.

Moosic, Pa., July 31, heat prostration, Bro. Loren Davis, member of Div. 408.

Moosic, Pa., May 4, apoplexy, Bro. Jacob Christ, member of Div. 408.

Roseville, Cal., Aug. 10, suicide, Bro. W. L. Perry, member of Div. 415.

Colorado Springs, Colo., Sept. 5, asthma, Bro. Henry Brosco, member of Div. 422.

Westboro, Mass., Sept. 2, paresis, Bro. O. A. Whitney, member of Div. 439.

Americus, Ga., Aug. 24, apoplexy, Bro. H. C. Horton, member of Div. 449.

Smithville, Texas, Aug. 23, paralysis, Bro. Samuel Pepple, member of Div. 475.

Xenia, O., July 6, heart failure, Bro. H. H. Finley, member of Div. 480.

Central City, Ky., Sept. 3, stomach trouble, Bro. W. G. Anderson, member of Div. 485.

Lincoln, Neb., Aug. 30, paralysis, Bro. J. M. Mulvihill, member of Div. 491.

Freeport, Ill., July 17, heart failure, Bro. Graham Cloason, member of Div. 505.

Quincy, Ill., April 11, nephritis, Bro. W. G. Satterfield, member of Div. 519.

Chicago Junction, O., June 16, appendicitis, Bro. B. H. Brooks, member of Div. 522.

Buffalo, N. Y., Aug. 25, acute dilatation of heart, Bro. Geo. H. Marsh, member of Div. 533.

Mahoningtown, Pa., Aug. 16, kidney disease and hardening of arteries, Bro. Irwin Rhodes, member of Div. 565.

Hillyard, Wash., Aug. 28, killed in wreck, Bro. W. B. DeRush, member of Div. 576.

New York City, Sept. 8, cerebral hemorrhage, Bro. John B. Fay, member of Div. 589.

Iselin, Pa., May 21, pleural abscess, Bro. W. F. Byers, member of Div. 619.

Cedartown, Ga., June 23, derailment of engine, Bro. H. F. Boss, member of Div. 628.

Quincy, Ill., Aug. 30, stomach trouble, Bro. Mathew Wright, member of Div. 644.

Alberton, Mont., Sept. 9, typhoid pneumonia, Bro. R. L. Keenan, member of Div. 669.

Biamarck, N. D., June 12, kidney trouble, Bro. F. M. Wendell, member of Div. 671.

Minot, N. D., Aug. 24, heart failure and gall stones, Bro. Geo. N. Martin, member of Div. 695.

Sterling, Colo., July 27, heart failure, Bro. D. A. Gaddy, member of Div. 727.

Fellows, Cal., Aug. 18, apoplexy, Bro. Geo. D. Kipp, member of Div. 739.

Miles City, Mont., Aug. 19, erysipelas, Bro. Geo. F. Brown, member of Div. 761.

Chattahoochee, Fla., Aug. 14, parietic dementia, Bro. T. S. Atkins, member of Div. 769.



Knoxville, Tenn., June 2, nephritis, Bro. W. L. McKarsie, member of Div. 782.

Knoxville, Tenn., Aug. 15, Bro. Robt. J. Flanagan, member of Div. 782.

Tacoma, Wash., May 22, explosion of engine boiler, Bro. F. W. Thompson, member of Div. 833.

Mobile, Ala., Sept. 4, 1917, Bro. B. D. Myers, member of Div. 140.

Brother Myers and family were on the Beach near Mobile, Ala. His little daughter and a friend went bathing. The daughter getting into deep water, the colored nurse went in to save her and getting into deep water screamed. Brother Myers went in to save them, but all three were drowned. A brave deed on the part of both Brother Myers and the nurse. Duty with self eliminated is as unusual as it is admirable.—EDITOR.

Elizabethtown, Ky., July 29, Geo. Dickey, father of Bro. E. S. Dickey, member of Div. 485.

Oswego, N. Y., Sept. 3, Mrs. Charlotte Tiffany, wife of Bro. Andrew Tiffany, member of Div. 152.

Philadelphia, Pa., Sept. 11, Robt. Rule, father of Bro. Louis Rule, member of Div. 353.

The report of the death of Bro. J. F. Collins, of Div. 713, which appeared in the August JOURNAL was an error, and should have read John Collins, son of Bro. J. F. Collins.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 7—W. L. Dodds, from Div. 361.
- 11—D. D. Erwin, from Div. 79.
- 12—G. W. Younger, from Div. 398.
- 48—A. J. Fritz, from Div. 433.
- T. R. Cogan, from Div. 858.
- 84—Hugh Rice, from Div. 85.
- 113—J. H. Haigh, from Div. 835.
- 153—T. H. Caffrey, from Div. 519.
- 156—R. T. Robinson, from Div. 829.
- 173—Wm. D. Reich, from Div. 472.
- 205—Frank G. Sweet, from Div. 64.
- 210—E. V. Munson, from Div. 706.
- J. H. West, from Div. 717.
- F. M. Dampier, from Div. 23.
- 227—Chas. J. Zepp, from Div. 14.
- 236—C. M. Baker, from Div. 798.
- 252—Henry Balling, from Div. 344.
- 256—Fred Bishop, from Div. 503.
- 287—W. P. Kinkead, from Div. 325.
- 296—Otis Allen, from Div. 36.
- 301—W. H. Beadles, from Div. 401.
- 310—J. W. Luther, from Div. 825.
- 322—Wm. McKenzie, from Div. 563.
- 348—O. K. Phinney, from Div. 812.
- 358—James McMahon, from Div. 678.
- L. H. Thompson, from Div. 148.
- 392—S. H. Craig, from Div. 844.
- J. H. Kremkaw, from Div. 869.
- 394—L. C. Wheeler, from Div. 95.
- 402—R. S. Curtis, Sam George, from Div. 147.
- 494—P. J. Cannon, from Div. 808.
- 499—J. O. Lucier, from Div. 744.
- 517—C. S. Davis, from Div. 556.
- 519—J. L. Harrington, from Div. 20.
- 554—Geo. B. Farrar, from Div. 299.
- 559—Oscar Jones, from Div. 20.
- 578—E. Gardner, J. B. Ryneason, from Div. 507.
- 583—Thos. J. Reid, from Div. 559.
- 631—Fred Burrows, from Div. 819.
- 681—F. J. Wilkinson, from Div. 393.
- 715—Chas. Glibbery, from Div. 583.
- 779—D. M. McCook, from Div. 409.
- T. E. Pennicke, from Div. 156.
- 855—Joe Carter, from Div. 749.
- W. Harris, from Div. 821.
- 869—T. W. Breaky, from Div. 812.

### WITHDRAWALS

#### From Division—

- 199—J. T. Hazelhurst.
- 238—J. W. Gale.
- 312—Frank Crocker.
- 496—Tom Brothers.

#### From Division—

- 534—J. J. Hartman.
- Wm. Bamberg.
- 689—J. M. Dunn.
- 748—Harry Rukgaber.

### REINSTATEMENTS

#### Into Division—

- 12—L. Koch
- 33—Thos. Cahill.
- 66—John H. Guernsey.
- 67—W. Hobson.
- 104—Chas. C. Brummer.
- 147—S. George.
- 155—H. H. Dunn.
- 156—J. L. Kibbe.
- W. E. Green.
- 208—W. A. Tipton.
- 210—W. H. Willey.
- 283—A. E. Carlton.
- 294—Chas. Rosenbach.
- 309—J. L. Alvarez.
- 312—Jas. E. Gotham.
- 327—Geo. W. O'Neill.
- 344—S. H. Craig.
- 348—T. G. Annable.
- 368—J. W. Williamson.

#### Into Division—

- 400—O. F. Eaton.
- E. W. McKinney.
- 401—W. H. Beadles.
- 437—H. B. Weller.
- 444—L. E. Holden.
- 477—A. B. Westfall.
- 499—Leo Trynke.
- 500—J. A. Kahler.
- 506—L. H. Cornelius.
- 527—J. L. Miller.
- 531—Louis J. Neafus.
- 554—E. A. Lynch.
- 568—W. V. Lyte.
- 573—S. E. Parker.
- 711—L. W. Davis.
- 713—E. L. Boss.
- 779—T. H. Sheridan.
- 793—John Baker.
- 838—H. J. Stephens.

The reinstatement of Milton Scott, into Div. 171, which appeared in May JOURNAL, has been declared illegal by G. C. E.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 903—Wm. M. Bracken.
- 588—J. W. Doyle.

#### From Division—

- 795—Fred H. Nicoby.
- C. H. Donet.

#### FOR OTHER CAUSES

#### From Division—

- 58—Peter J. Bradey, forfeiting insurance.
- 66—G. E. Wichman, forfeiting insurance.
- 79—E. C. Booth, forfeiting insurance.
- 161—W. R. Mineck, forfeiting insurance.
- 165—E. W. Spicer, forfeiting insurance.
- 183—Mike Norris, forfeiting insurance.
- 198—Joseph E. Fellows, forfeiting insurance.
- 286—E. J. Gorman, forfeiting insurance.
- 336—T. T. Solander, forfeiting insurance.
- 349—W. A. Boinks, forfeiting insurance.
- 381—Isaac Boone, failing to correspond with Division.
- 409—E. W. Harrison, forfeiting insurance.
- 448—Ezra Yates, violation Sec. 52, Statutes.
- 510—Albert Nelson, unbecoming conduct.
- 512—N. L. Hancock, forfeiting insurance.
- 530—J. W. Love, failing to correspond with Division.
- 533—Chas. L. Hall, forfeiting insurance.
- 576—G. E. Geise, not corresponding with Division.
- 589—W. J. Daniels, violation Sec. 52, Statutes.
- 654—A. Campbell, failing to take out insurance.
- 702—T. J. Tubbs, not corresponding with Division.
- 704—Arthur Turnbull, forfeiting insurance.
- 751—A. F. Vorholt, non-attendance.
- 790—J. F. Davis, forfeiting insurance.
- 791—Andrew Erickson, forfeiting insurance.
- 835—P. J. Kinnee, violation Sec. 52, Statutes.

The expulsion of D. J. Burke from Div. 52, which appeared in July JOURNAL, has been declared illegal by G. C. E.

The expulsion of John Allen from Div. 895, which appeared in September JOURNAL, was an error in reporting to Grand Office. Brother Allen is in good standing in Div. 895.

THOS. BARDSELY, S.-T. Div. 895.

The expulsion of L. D. Shure from Div. 640, which appeared in September JOURNAL, was an error in reporting to Grand Office. Brother Shure is in good standing in Div. 640.

JOHN C. CHASE, S.-T. Div. 640.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 398-401

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Oct. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 26, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
335	Irwin Rhodes.....	57	565	Feb. 13, 1898	Aug. 16, 1917	Hardening of arteries	\$1500	Emma J. Rhodes, w.
336	W. J. Miller.....	54	127	Jan. 20, 1902	Aug. 14, 1917	Pernicious anaemia.	3000	Maggie M. Miller, w.
337	C. E. Seaton.....	51	229	June 30, 1902	Aug. 12, 1917	Killed.....	3000	Sadie L. Seaton, w.
338	M. J. Cullen.....	53	817	Nov. 17, 1901	Aug. 15, 1917	Gall stones.....	3000	Jennie C. Cullen, w.
339	W. L. Perry.....	43	415	Mar. 20, 1900	Aug. 10, 1917	Suicide.....	3000	Agnes J. Perry, w.
340	R. J. Flanagan.....	43	782	Apr. 23, 1899	Aug. 15, 1917	Cerebral apoplexy.....	1500	Lottie Flanagan, w.
341	Louis Rasmussen.....	57	158	Aug. 14, 1899	Aug. 14, 1917	Killed.....	4500	Anna Rasmussen, w.
342	J. G. Schabel.....	37	270	Dec. 9, 1904	Aug. 20, 1917	Tuberculosis.....	1500	Barbara Schabel, m.
343	M. Donahue.....	56	242	Apr. 1, 1907	Aug. 8, 1917	Cancer of stomach.....	1500	Lizzie Donahue, w.
344	J. B. Huested.....	31	844	May 24, 1914	July 12, 1917	Killed.....	1500	Jennie Huested, w.
345	P. Donovan.....	53	120	Dec. 1, 1901	Aug. 10, 1917	Tuberculosis.....	1500	Sarah Donovan, w.
346	Geo. H. Seipp.....	31	97	May 7, 1916	Aug. 2, 1917	Killed.....	1500	Lillian M. Seipp, w.
347	T. J. Kennedy.....	59	208	Feb. 15, 1897	Aug. 12, 1917	Aortic aneurism.....	1500	Annie Fitzgibbons, s.
348	John Maher.....	53	250	Sept. 7, 1891	Aug. 19, 1917	Killed.....	4500	Allie V. Maher, w.
349	Geo. H. Marsh.....	58	583	July 31, 1898	Aug. 25, 1917	Acute dilata'n of h't.	4500	Jennie M. Coolidge, s.
350	Jerome Brodie.....	32	182	May 3, 1917	Aug. 19, 1917	Appendicitis.....	1500	Hillie Brodie, w.
351	W. H. Miles.....	55	881	Sept. 2, 1908	Aug. 15, 1917	Killed.....	1500	Mary M. Miles, w.
352	Jerry Scott.....	55	177	Dec. 5, 1891	Aug. 16, 1917	Killed.....	3000	Mary Scott, w.
353	Harry Greaves.....	56	186	May 26, 1900	Aug. 26, 1917	Arterio sclerosis.....	1500	Elizabeth Greaves, w.
354	G. N. Martin.....	58	695	Apr. 3, 1897	Aug. 24, 1917	Angina pectoris.....	3000	Jennie Martin, w.
355	Wm. B. DeRush.....	47	676	May 29, 1905	Aug. 26, 1917	Killed.....	3000	Martha DeRush, w.
356	J. C. Kull.....	57	304	May 3, 1891	June 20, 1917	Killed.....	3000	Children.
357	E. T. Scanlon.....	36	328	Jan. 21, 1909	Aug. 15, 1917	Killed.....	3000	Loretta V. Scanlon, w.
358	E. W. Joy.....	44	149	Mar. 29, 1902	Apr. 9, 1917	Killed in war.....	1500	Bessie Joy, w.
359	C. Stanfield.....	58	329	Feb. 27, 1893	Sept. 1, 1917	Pernicious anaemia.....	1500	Jennie Stanfield, w.
360	Andrew Connell.....	51	138	Jan. 8, 1898	Aug. 27, 1917	Carcinoma of jaw.....	1500	Cecilia Connell, w.
361	Henry C. Horton.....	48	449	Jan. 25, 1891	Aug. 24, 1917	Apoplexy.....	3000	Susan C. Horton, w.
362	H. E. Baker.....	56	227	May 6, 1891	Aug. 25, 1917	Acute dilata'n heart.....	3000	Ether A. Baker, w.
363	J. M. Wheeler.....	48	145	Oct. 24, 1899	Aug. 30, 1917	Chronic myocarditis.....	3000	Edith M. Wheeler, w.
364	Edw. F. Brown.....	43	145	Aug. 1, 1896	Aug. 29, 1917	Cerebral hemorrhage.....	4500	Cassie B. Brown, w.
365	Wm. L. Burris.....	40	370	Jan. 23, 1906	Aug. 28, 1917	Killed.....	3000	Ida A. Burris, w.
366	Henry McMahon.....	76	1	Apr. 28, 1887	Sept. 1, 1917	General debility.....	3000	Cath'ne McMahon, w.
367	Timothy B. Ryan.....	52	35	May 14, 1903	Aug. 26, 1917	Tuberculosis.....	1500	Brother and sister.
368	F. G. Cameron.....	32	982	Apr. 20, 1916	Sept. 1, 1917	Left foot amputat'd.....	1500	Self.
369	R. A. Thompson.....	39	987	Nov. 6, 1904	Sept. 1, 1917	Suicide.....	1500	Mary L. Thompson, w.
370	P. F. Allen.....	59	620	Mar. 7, 1892	Aug. 14, 1916	Blind left eye.....	1500	Self.
371	John Van Fleet.....	96	157	Feb. 5, 1890	Aug. 31, 1917	Carcinoma of stomac'h.....	3000	Gabrilla Van Fleet, w.
372	A. C. Armstrong.....	57	352	Feb. 18, 1901	Aug. 19, 1917	Killed.....	1500	Sally B. Armstrong, w.
373	C. W. Sparrow.....	45	547	July 29, 1893	Dec. 8, 1917	Tuberculosis.....	1500	Daughters and son.
374	M. J. Dermody.....	50	682	Nov. 8, 1903	Aug. 8, 1917	Right leg amputated.....	3000	Self.
375	I. E. Minnick.....	43	74	June 23, 1912	Aug. 9, 1916	Blind left eye.....	1500	Self.
376	Thos. Fraiser.....	50	377	Apr. 22, 1906	Aug. 10, 1917	Kidney trouble.....	1500	Maud Fraiser, s.
377	C. P. Grabb.....	53	312	Oct. 19, 1896	Aug. 10, 1917	Heart disease.....	1500	Daughters.
378	T. S. Atkins.....	34	769	July 23, 1909	Aug. 14, 1917	Paretic dementia.....	3000	Kate P. Atkins, w.
379	Ed Fogle.....	31	578	Oct. 26, 1916	Aug. 16, 1917	Killed.....	1500	Mrs. J. H. Fogle, m.
380	F. J. Rihmling.....	54	257	May 22, 1904	Aug. 18, 1917	Nephritis.....	1500	F. Rihmling, f.
381	John P. Riley.....	51	162	Aug. 24, 1895	Aug. 17, 1917	Nephritis.....	3000	Mary E. Riley, w.
382	Geo. W. Kipp.....	53	789	Sept. 27, 1901	Aug. 18, 1917	Apoplexy.....	1500	Helen T. Kipp, w.
383	E. M. Murphy.....	45	139	Jan. 15, 1900	Aug. 22, 1917	Cardio-renal disease.....	1500	Margaret Murphy, w.
384	Geo. Seavers.....	82	206	Apr. 29, 1887	Aug. 25, 1917	Apoplexy.....	1500	Chivey J. Chase, n.
385	John A. Larson.....	54	141	Nov. 16, 1899	Aug. 29, 1917	Killed.....	1500	Jessie B. Larson, w.
386	J. W. Coughlin.....	74	167	Feb. 20, 1887	Aug. 30, 1917	Cerebral apoplexy.....	1500	Daughters and son.
387	Daniel Lundregan.....	60	47	May 13, 1904	Aug. 30, 1917	Left eye removed.....	1500	Self.
388	Mathew Wright.....	52	644	June 5, 1905	Aug. 30, 1917	Angina pectoris.....	1500	Josie Wright, w.
389	J. W. Woodfill.....	66	420	Nov. 11, 1900	Aug. 31, 1917	Acute endocarditis.....	1500	Susan Woodfill, w.
390	W. C. Rentz.....	48	368	Aug. 26, 1900	Sept. 1, 1917	Killed.....	3000	Alice Rentz, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
391	D. B. Myers.....	33	140	Jan. 14, 1912	Sept. 4, 1917	Drowned.....	\$4500	Della Myres, w.
392	A. E. Cuberly.....	58	219	Mar. 16, 1892	Sept. 4, 1917	Killed.....	4500	Hannah C. Cuberly, w.
393	Henry Brosso.....	67	422	Mar. 8, 1883	Sept. 5, 1917	Asthma.....	3000	Susan M. Brosso, w.
394	Chas. Bittner.....	48	263	Feb. 11, 1906	Sept. 5, 1917	Neuritis.....	1500	Susie Bittner, w.
395	A. B. Helms.....	24	198	June 10, 1917	Sept. 6, 1917	Tuberculosis.....	1500	Alice Helms, m.
396	W. A. Nail.....	39	500	Dec. 11, 1904	Sept. 6, 1917	Epithelioma of face..	1500	Genie A. Nail, w.
397	C. T. Elliott.....	39	327	Apr. 2, 1910	Sept. 7, 1917	Killed.....	1500	Nina E. Elliott, w.
398	A. Giggelman.....	70	235	Apr. 17, 1886	Sept. 7, 1917	Peritonissailar abcess..	3000	Eliza'th Giggelman, w.
399	John B. Fay.....	40	589	Feb. 26, 1905	Sept. 8, 1917	Arterio sclerosis.....	1500	Helen Fay, w.
400	J. W. Conroy.....	69	198	Feb. 15, 1893	Sept. 10, 1917	Cirrhosis of liver.....	3000	Marg't S. Conroy, w.
401	S. W. Pine.....	74	109	Dec. 12, 1889	Sept. 13, 1917	Cerebral hemorrhage	3000	Abigal D. Pine, w.

Total number of disability claims 5  
Total number of death claims 62

67

Total amount of claims, \$153,000.00

### Financial Statement

CLEVELAND, O., Sept. 1, 1917.

#### MORTUARY FUND FOR AUGUST

Balance on hand August 1, 1917.....	\$248,721 45
Received by assessments Nos. 167-71 and back assessments.....	\$303,225 89
Received from members carried by the Association.....	2,719 85
Interest.....	718 27
	\$206,664 01
Total.....	\$455,386 46
Paid in claims.....	181,246 67
Balance on hand August 31.....	\$274,138 79

#### SPECIAL MORTUARY FUND FOR AUGUST

Balance on hand August 1.....	\$365,769 75
Received in August.....	\$ 23,401 39
	\$389,171 64
Paid for Liberty Bonds.....	\$ 68,064 15
Balance on hand August 31.....	\$321,107 49

#### EXPENSE FUND FOR AUGUST

Balance on hand August 1.....	\$103,763 80
Received from fees.....	\$ 325 98
Received from 2 per cent.....	4,680 88
Refund on telegrams.....	8 92
	\$ 5,010 28
Total.....	\$108,773 68
Expenses for August.....	4,331 85
Balance on hand August 31.....	\$104,441 73

### Statement of Membership

FOR AUGUST, 1917

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership July 31, 1917.....	1,474	43,791	121	19,967	5	4,552
Applications and reinstatements received during the month.....	1	322	..	70	..	18
Totals.....	1,475	44,113	121	20,027	5	4,570
From which deduct policies terminated by death, accident, or otherwise.....	7	143	..	49	..	11
Total membership August 31, 1917.....	1,468	43,970	121	19,978	5	4,559
Grand total.....						70,101

## NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published prior to 1887, we would like to purchase them.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Monclova, Coah. Mexico, amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,328.43.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

### The B. of L. E. Journal.

#### CHANGE OF ADDRESS.

Name.....Division No.....

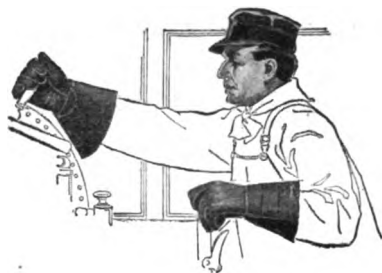
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#### OLD ADDRESS.

Postoffice.....State.....

☐ Be Sure and Give Old Address and Division Number.  
If holding office in Division give title.



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# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

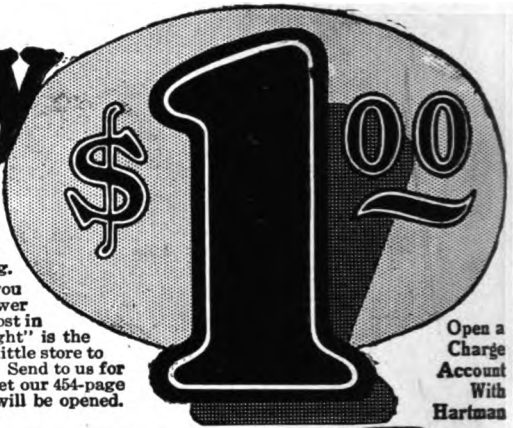
NOVEMBER, 1917

No. 11

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Order by No. 79MA7. Price \$5.45. Send \$1.00 now. Balance in payments of 75c monthly.

## \$1 Brings This Dresser

Send only \$1.00 and we will ship this Dresser. Try it 30 days. If not satisfied, return it and we will refund the \$1.00 and pay freight both ways. If you keep it pay on our easy terms. Made in Colonial design of seasoned hardwood finish in imitation of quarter-sawed oak. Rich golden oak finish. French bevel plate mirror 20x16 inches. Base top is 40x19 inches. Two overhung drawers and two full length drawers below. Shipping weight about 110 lbs. Shipped from factory in Central Indiana.

Order by No. 185MA11. Price \$9.95. Send only \$1.00 now. Balance in payments of \$1.00 monthly.



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Here is another Hartman offering that will add beauty and utility to your home. A value that seems unbelievable, but we contracted for such a large number of these elegant Dining Room Sets that we secured them at the lowest factory prices. Now we offer them while they last at a price which gives you an unparalleled bargain.



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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 51

NOVEMBER, 1917

Number 11

## My Thanksgiving

The clouds hung low the livelong day,  
I could not see their silver lining.  
And out of some deep, rankling pain,  
My heart was heavy with repining;  
The bird within its gilded cage  
Brought dreams of happy days departed,  
A prisoned 'plaint in every note  
Smote memory till the teardrops started.

My psalm of life was out of tune,  
Its minor chords were full of sadness,  
Nor could I reach the upper height,  
The sunlit hills of joy and gladness;  
The splendor of long, vanished days  
Mocked the dead calm of things around me.  
The broken chains of faithless love  
Seemed stronger than the ties that bound me.

Oh, bitter ashes of dead faith,  
That sprinkle every after altar;  
The echoes of a lost love's wraith  
That make its sweet renewals falter.  
I know why all the weary day  
My heart could utter no thanksgiving,  
And why the anguish of life's fret  
Had made it seem not worth the living.

And yet, dear hands that clasp my own,  
Fond eyes that tell me tender stories,  
I would forget life's bitter draughts  
For what you give me of its glories.  
Now, in the twilight of the day,  
I hear a song of happy measures,  
And so I kneel low in the dust  
And thank the Giver of my treasures.

—Mrs. D. M. Jordan.

## The Thanksgiving Pudding

BY MRS. CLARA DOTY BATES

"I do wish grandma wasn't quite so old-fashioned!" sighed Elsie, half below her breath.

There was no one near to hear her say

it, but, somehow, she could not speak a thought like that aloud. It sounded disloyal and unkind even in her own ears.

But the more she dwelt upon it, the more she continued to wish that her grandmother was quicker to take up modern ideas.

Elsie had been away to school for a term or two, and had learned just enough new ways to make her foolish. Now, when her Cousin Judith, who had lived nearly all her life in Paris, was expected, she became painfully conscious of what she thought crude in their way of living.

She lived in the old homestead where her mother was born, and where she died, leaving this little daughter and a still younger brother to the kind-hearted grandmother's care.

When Uncle Robert wrote about coming home, he called it "the dear, dear old place."

He said:

"Judith can hardly wait to see it, and to look into the face of dear grandmother. And I am more childish than the child. I want to sleep in the little gable room, ramble through the orchard, and have you cook me one meal that shall taste as things used to taste when I was a boy."

It was that these unknown relatives should be properly welcomed that made Elsie so anxious to have things nice. They had been used to fine fashions, and would of course be critical.

Finally, she plucked up courage enough to speak to her brother Rodney.

"I almost know they'll think we're countrified," she said. "I don't believe



Judith's mother wears a check apron. She's a born Parisian, you know."

"What do you mean?" bristled Rodney. "Like grandma's?"

"Y-e-s," confessed Elsie, rather shamefacedly.

"Well, then, so much the worse for her!" cried Rodney, indignantly. "These people may just stay away if they don't like grandma's apron."

"I didn't say they won't like it," placated Elsie. "I only meant, what if they should make fun of it?"

"I'd like to see 'em try it!" furiously. Then, with a more sensible understanding, "It's just your own silly notion, Elsie. You're the one that's ashamed of it."

"It's no such thing, Rodney. I love grandma just as well as you do. But I never saw a lady in the—fashion books that had an—apron on."

Every russet hair on Rod's head stood out straight.

"You mean grandma isn't like a lady—"

"No, no, Rod! Why, what an awful temper you have to fly at me so!"

"Well, then, quit your hinting such things about grandma."

Elsie found she could expect no sympathy from her brother. So she resolved to work such reforms as she could in silence.

Uncle Robert planned to sail so as to reach home by Thanksgiving Day. Only he and Judith could make the visit, as his wife was frail and could not leave the flock of younger children.

Grandma was far from strong; but, with the hope ahead of seeing her long-absent son, she seemed to get new life. Such plans as she made! The very same loving ones she used to make when Uncle Robert was a boy, and the large household of brothers and sisters was still unbroken. Now he was the only one left.

She recalled his childhood a good deal to Elsie while they were about their work.

"Your Uncle Robert thought no one could cook like 'mother,'" she said, smiling—" 'mother's turkey,' 'mother's cakes,' 'mother's pies.' We'll have to have a dinner as nearly like the old ones as possible on Thanksgiving Day."

Smile as she would, there were still

tears in her faded eyes whenever she talked of other days.

There had never been such a stir in the kitchen since Elsie could remember. The sound of the beating of eggs, of rolling and cutting and chopping and grinding, together with the smells of sweets and spices, made the sunny room so attractive that Rod hung around the door from morning until noon. It was delightful to get a whiff of cakes browning or mince pies baking when the oven door was opened.

"Remember, Rodney, I must have that pumpkin today," said grandmother.

"Oh, grandma, you're not going to make pumpkin pies, are you?" asked Elsie, dejectedly.

"Robert wouldn't think Thanksgiving was Thanksgiving if he hadn't pumpkin pie," cheerily.

"But I hate it," declared Elsie. "It's coarse; only farmers have it. I wouldn't spoil a good dinner by serving anything so common—so awfully common."

She spoke with a good deal of temper. She had allowed herself to grow irritated and morbid over grandmother's plain ways.

"But, my dear child, it is an old custom. My mother always made them when I was a little girl, and—"

"For that very reason I'd try something new. You've made mince pies—they'll do. Now let me make something nice. I can cook as well as—anybody. I do hate pumpkin so!"

A hurt look passed like a shadow across grandma's face. She had been growing pale lately, probably because of her excitement over Robert's coming.

"Just as you please, daughter," she answered, in a low voice.

Elsie was quite astonished, a few minutes later, to see grandmother, standing on the steps outside the kitchen door, holding the corner of her apron for an instant to her eyes.

Could grandmother be crying?

"You go and lie down a little while, grandma," she said, with a twinge of remorse. "You're tired. I can finish all there is to do to-day."

Grandmother went to her room.

Presently Rodney came from the corn-

field, tugging a beautiful yellow pumpkin in his arms.

"Where's grandma?"

"Lying down to rest."

"I want her to see what a beauty this is. I picked out the very ripest and nicest one there was."

"Very well. Put it in the store room, Rod."

He was plainly disappointed.

"How many pies do you suppose it will make?" he asked, scanning the golden sphere with an anticipating eye.

"Not any at all," said Elsie to herself — "a half dozen or more," she answered aloud.

Rod picked up the pumpkin and bore it to the store room.

"That's disposed of," said Elsie, with satisfaction. "I wonder what next will come up."

She began to ponder on what dessert she should make in place of the pumpkin pies.

"I like Russian cream better than anything else," she said to herself. "It's a lovely-looking dish, too. I'll make a Russian cream."

That evening, after tea, grandma said, rather timorously:

"I think I'll stew Rod's nice pumpkin, and have it ready, even if I shouldn't make the pies for the Thanksgiving dinner."

"Now, grandma," exclaimed Elsie, peevishly, forgetting the pathetic tears she had seen in the morning, "I thought that was settled. If you stew the pumpkin, you're sure to make the pies, and I will not have anything so common."

She raised her voice a good deal in the last sentence.

"Very well, dear," said grandma, patiently.

Elsie was not comfortable over her victory, but she stuck to her plan as determinedly as if she were happy in it.

The day before Thanksgiving came. Grandma was getting the turkey all ready for the roasting. Elsie was in high spirits.

"I'm not going to tell you what my dessert is to be," she said. "I want it to be a surprise for you as well as for Uncle Robert and Judith."

She designed to make her cream in the afternoon, and keep it firm in its mould on the ice until next day noon.

Nothing seemed to go right that afternoon.

Elsie was not particularly skillful, nor was she patient. Rod interrupted her with questions until she was nearly frantic.

"Do you put salt in it?" he asked.

"That's sugar, you ninny," she answered.

"It isn't!" protested Rod. "I guess I know sugar from salt."

"If you don't go away," she cried, "and stop pestering me, you shan't have one bit of it! You've done nothing but bother me the whole day."

Rod gave a whoop.

"Salt for sugar," he shouted — "salt for sugar!"

And away he ran good-naturedly to his play.

The travelers came in the evening—a tall, splendid-looking man and a shy, plain, winsome little girl. Grandmother was wan as a ghost with agitation. Judith flung her arms around the dear old neck and would not let go.

"My grandma, my grandma!" she sobbed.

When greetings were finally over, Judith looked about.

"The dear old house," she said, evidently filled with her father's ideas and using his words.

Such a forenoon as it was the next day—Uncle Robert off with Rodney into every cranny of the barn, even up in the apple trees, and Judith wild with delight in keeping them company.

Grandma and Elsie were very busy with the dinner meanwhile.

At last it was noon, and the beautiful brown turkey was on the table and Uncle Robert was carving.

"Not as many as there used to be to eat," he said, with a tender glance at grandma.

"No, Robert."

"But the dinner smells just as your dinners used to, mother," he said, with a great effort at cheer.

"You don't eat as much as you used to, Robert," she said, after a pause.

"Perhaps not, mother; but Rod, here, has the appetite I left behind me, haven't you, Rod?"

Uncle Robert was trying very hard to be jolly. After doing such justice as he could to the turkey, considering his full heart, he said, presently:

"Now, mother, for the pumpkin pie."

"There is mince pie, Robert, and—Elsie has made a—pudding."

"Not any pumpkin pie? Doesn't Rod raise pumpkins?"

Rod's knife and fork had dropped in astonishment.

"No pumpkin pie!"

Elsie's face burned like fire. Grandma was sorry for her.

"Your sister has made a pudding, Rod, and we'll have the pumpkin another day."

"Pshaw! I like pumpkin better than anything else. That one I picked out the other day was such a beauty!"

"I, too, Rod," said Uncle Robert. "I've told Judith that no French dish she ever ate could compare with mother's pumpkin pies. You know how I like them, mother, so thick"—measuring an inch or more upon his thumb.

"Yes, Robert, you shall have one in good time. But Elsie likes to cook, and she has made a lovely pudding."

"Russian cream, grandma," corrected Elsie, recovering her composure.

After the mince pie the Russian cream was brought on. It had turned out of its pineapple mould in perfect shape. Elsie served it with cream. Rod took a mouthful.

"Gee—"

He began to say "gee-whit-acre!" but stopped, remembering his manners.

Elsie frowned at his rudeness.

"Sis, I told you it was salt you put in instead of sugar!" he exclaimed, in response to her frown.

Each one tasted. No one tried to do more. The cream was salt as brine.

Poor Elsie! That was the result of her wayward and senseless pride. She had tried to do something impressive and fine without experience and without judgment.

No one wanted her new-fangled dish, even if it had been good. Every one expected and wished the plain, old-fashioned pie she so despised.

"No matter, dear," comforted grandma. "I'm sure the mistake will do no harm, for we've all eaten quite as much now as is good for us. You did it to help grandma, I know. Now don't grieve."

"I did it because I thought I knew better than you," sobbed Elsie. "Oh, do forgive me, grandma!"

It was easy for grandma to forgive, because it was easy for her to love.

"Elsie herself shall make the pie for you tomorrow, Robert," she said. "I will show her how. She's a very willing little girl always."

Elsie never worked harder or with a better spirit than she did next day over Rod's fine pumpkin, from the cutting of its hard rind to stewing it and making it up into the scorned and common pies.

Uncle Robert pronounced them a success, and Rod said:

"Sis is a brick, when she isn't cross."

### The Peddler's Daughter

BY JOTHAM KINGSLEY

On Elizabeth street girls can run a peanut roaster, sell tape and needles and such things from a basket or a bundle upon their shoulders, cry flowers, canvass for anything, and even sell oranges and nuts from a basket, but when they step behind a push cart the complaisance of the street vanishes.

It is not that the girls are desired to abstain from work, for a father will sit in his doorway and smoke while his daughter trudges past him bent nearly double under the burden of merchandise strapped to her shoulders, and a husband will be equally moderate toward his wife. No; Elizabeth street is indulgent toward its women folk as regards work.

So that morning, when a slip of a girl came from an alley pushing a cart before her that was well stocked with fruit and looked timidly along the curbs for a good place to stop, the other push cart venders scowled and nodded meaningly among themselves. It was not the competition, for she was only one and of the backward kind that did not grasp much trade, but it was an infringement on custom, so they moved their carts, a little faster or a little slower, according to her progress,

keeping between her and the curbs and the crossings and other desirable places, until at last she stopped, confused, at a point where it would be impossible to obtain customers.

Few of them had seen the girl before, but they recognized the cart. It had been among them several weeks, pushed by a frail little man with white hair. Perhaps he had sold out to this girl, or perhaps she was his daughter and was trying the cart for a few days to see if she would like the business. Well, the first day would tell. If that discouraged her she would leave. A girl should be in the sweatshops sewing or selling tapes and needles. Push carts were for the men. So whenever any one looked toward them as though with an idea of buying, their gesticulations and clamor precluded any possibility of the customer noticing the wistful, anxious face in the background.

But instead of being discouraged, although the day had not brought her a single sale, the girl was there again the next morning, so early that when the first competitor arrived he found her cart in the best place on the corner, with her standing beside it, weary but hopeful.

They crowded as near as they could, and by their clamor tried to divert trade, but with only indifferent success. This day she sold enough to make her eyes bright and to drive away some of the despair which had been stealing into them.

The next morning they came earlier, but she was already there on the corner as before, with dark circles under her eyes, but hopeful. Evidently she had come almost before it grew light.

Again they tried to divert her sales with their clamor, but ineffectually. Her position was too good and her fruit too clean and nicely arranged and the very appeal of her silence too irresistible. But before night when not making sales she spent most of her time leaning against the cart for support.

The next day this exhaustion became more apparent, so that even the most callous of the push cart men noticed it. The animosity in the eyes of some of them softened a little, but it was a

precedent at stake, so even these vied with the most brutal in their efforts to drive the girl away. And as the hours wore on it became evident that the desire would be accomplished. The girl was very near the point of breaking down.

Just opposite the corner was the shop of a candy maker, much of whose time was spent in the back yard of his store working great masses of candy dough—at first with his hands, then by throwing the mass over a strong iron hook in the wall and drawing it out into diminishing yellow white strings. When it was of the proper consistency he placed it upon a long marble slab, where he drew it out and rolled it into sticks, which were cut or broken into right lengths by the slight touch of shear points. Sometimes he would add tiny balls of colored candy dough to the mass, and when drawn out these would make the stripes in stick candy and candy balls and shaped objects.

All this was plainly visible through the windows of the shop, and from her position at the cart the girl watched the candy maker much of the time when not engaged with customers, at first idly and then with increasing interest. Apparently the operation was a novelty to her. And on his part, after the first day, the old candy maker got in the habit of smiling and nodding an acknowledgment of her interest.

He was a good customer for fruit, partly to be used in his trade and partly for his own consumption. So on the second day when he picked up a basket and came out on the sidewalk, bareheaded and in his shirt sleeves, several of the push cart men stepped forward with eager anticipation. But he waved them back brusquely. He had seen a good deal through the window in spite of his seeming absorption in his work.

"No, no," he said irascibly, "your hands are not clean enough to handle fruit. I will buy from the girl."

The third day he began to watch the girl anxiously. He, too, had noticed her exhaustion. During the day he was out twice and bought fruit from her.

The fourth morning a long line of girls went into the shop one after another, remaining a few moments and then came

out. For the most part they were ill clad, unattractive girls, and not one of them bought anything. It was evident they were seeking work and just as evident, after the first twenty or more had gone in and come out that the candy maker was becoming irritated. Toward the end he only gave an applicant a single glance, and more than once his "No!" was plainly heard by the girl at her push cart on the corner.

At length late in the afternoon he came out bareheaded and in his shirt sleeves, as usual, but without his basket. He went straight to the girl.

"Are you going to run this push cart all the time?" he asked.

The girl looked surprised.

"I don't know," she answered doubtfully.

"Because if you're not," he went on, "I want to hire you to work in my shop. You saw all those girls straggling in with soiled dresses and untidy hair and sour faces and pert manners. Bah! They'd make pretty shopgirls, wouldn't they? I want a lady, a nice looking, neat, capable girl who can look pleasant and at the same time be ladylike. They all came in answer to an advertisement, and not one of the whole lot suited me."

The girl swayed slightly, but steadied herself quickly by leaning against the cart, holding to it by both hands.

"Perhaps I wouldn't suit either," she hazarded, forcing a smile to her face.

"Yes you would," he answered. But his tone was not quite so positive. "I've been watching you through the window for three days. You're neat and particular about yourself. That shows. And you're neat about other things from the way you look after your cart and fruit. And you're attractive to customers and make yourself look pleasant even when you feel the other way. That's what you are doing now. You're not sickly, are you?" his new found anxiety at last finding expression in words.

"No; I've always been very strong and healthy," she answered. "Only just now I am a little weak."

"I thought you must be strong," with some relief in his voice, "from the way you handled the cart the first day you

came. I was watching. But yesterday and today you seemed a little sickly. My work will be lots easier than having a cart like this and nicer and I think will pay you better. But of course I'll need a girl who's spry and can keep up. She'll have to help me make chocolates and fancy candies and put them in boxes and look after customers. I'm too busy to wash my hands every time a customer comes in, and it hurts trade. I could do twice the business if I had good help. I'm turning away trade every day." He waited a moment as though debating something, then added cordially, "Anyway, I'm willing to try you a few weeks even if you should be sickly. You're just the appearing girl I want, and I know you're spunky."

"Well, I don't know yet," the girl began tremulously. Then her face suddenly changed. She was looking beyond him. "Father!" she cried reproachfully.

A frail little man with white hair was approaching them, walking slowly with the aid of a cane. He looked anxious.

"Giuseppina," he cried. "I could not wait any longer! I have been worrying all day, and at last I had to get up and dress and come and see. You looked so bad last night, and you did not want me to notice. I pretended to be asleep, but I watched, and I watched the night before. The first two days I was too sick to think, but since then you have not eaten a thing. You spent your money for wines and medicines for me, and"—

The girl had been trying to interrupt him with warning glances, with expressive motions of her hands. Now she cried "Father!" again with such shamed distress in her voice that for the first time the old man noticed and understood. He drew himself up with sudden unconscious dignity.

"It was only that my daughter insists on buying me costly wines and medicines like the very rich people have," he said, addressing the candy maker and the two or three push cart owners within hearing. "We are in very comfortable circumstances, indeed, and have everything necessary. But such things cost a fortune, and when I am ill Giuseppina gets headstrong and does not know where to

stop, and then she must be economical. She is a very good girl, though; a very good girl, and I assure you we are in perfectly independent circumstances."

The candy maker's eyes were twinkling, but with a mistiness behind them.

"The very use of the costly wines proves that, sir," he said courteously. "I do not have them even when I am ill. But, if you'll excuse me, you interrupted a conversation between your daughter and myself. I was trying to induce her to help me in my business. But suppose we go into the shop. We can talk better there."

Without waiting for their consent he crossed the sidewalk to his store, and after a little hesitation they followed. At the door he turned.

"Say, you cutthroat men," he called warningly to the push cart owners, "don't you touch a thing in this young lady's cart! if you do I'll—I'll run you in."

"You think us thieves!" called back one of the men indignantly. "We will not harm the signorina, only she has no right with a push cart. And we never knew she was hungry."

As the three disappeared in the shop this man turned to his companions with a few eager words and gesticulations, and they repeated the words and gesticulations to other cart owners farther along who had not heard the conversation. In a few minutes a dozen men had left their own carts and were crowding about that of the girl.

Once inside the candy maker motioned the old man to a chair, but wisely ignored the girl's weariness.

"Do you know how to make coffee, Giuseppina?" he asked briskly.

"Yes, sir," she answered wonderingly.

"Well, it's just this way," he went on. "I hate cooking and don't know anything about it, and yet I do my own housekeeping. I've got a nice little kitchen behind the shop and three or four rooms beyond, and supper's all ready except just the finishing. Suppose you make the coffee while I finish rolling this candy dough. Then we'll do the talking while we eat supper. Ah, well, it doesn't matter," as the girl colored and looked at him suspiciously. "I can do it after I finish

this. Only I thought you wouldn't mind. You could do in five minutes what my clumsy fingers would take half an hour, and it would be a rare treat to have friends sit at table with me. I get very lonesome sometimes. That's right," as the girl started suddenly toward the kitchen. "You'll find everything nearly ready, with most of the victuals on the table. I leave them that way to save time. Your father and I will talk till I finish this. Then I'll wash the candy off my hands and we'll eat."

It was a much longer meal than usual with the candy maker, and he forced himself to eat twice his usual allowance in order to keep his guests at the table. When at last they rose he was smiling genially.

"So that's all settled," he exclaimed with much evident satisfaction, addressing the old man. "Giuseppina will start in as shopkeeper in the morning, and you will help me with the mixing and cutting. You can make all the lozenges. And, as I said, it will be better for you to move right in here with me. There is plenty of room and it will give me Giuseppina within call all the time. Often I have to keep open as late as 10 o'clock. Hello, who's that?" at a heavy tramping into the shop.

It was the push cart men in a body, with one of them extending a handful of coins. "It is the signorina's," he said as he advanced and jingled the coins into the girl's hand. "We have sold out all the fruit. We are hard men, perhaps, but all hard men have good spots some time, somewhere."

As they tramped out again noisily the girl's lips quivered in an ill repressed sob.

"The world is so good, so good," she murmured.

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### Romance of a Sailor

BY C. AUSTIN JOHNSON

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So you would like to hear how I, a poor sailor, chanced to marry a pretty wife, possessed of thousands and without exception mistress of the finest estate in Santos? Well, come out on the piazza.

We have a fine view of the bay there, and I love to listen to the roar of the surf. It reminds me of old times, you know. Light a fresh cigar. You have nothing like them in the States, I can assure you of that. And now for my yarn.

Many years ago I was chief mate on board of a down east brig engaged in the South American trade. The captain was good enough at heart, but he did love a gold dollar so much that the passion of avarice at times warped the better and prevailing instincts of his nature.

I was young, careless and free, without a soul living I could claim as kin, and as happy in my lone state as you can well imagine. I had but little responsibility on my shoulders, the skipper taking entire control, even to details.

We were to the southward of the line, outward bound, and upon the eventful night in question, which was truly an era in my life, I had the first watch. The wind was light and the ocean as calm as though asleep.

We had all our light kites set to woo the gentle breeze, running through the water not over three knots an hour.

Absorbed in my own thoughts and reflections, I was leaning idly over the taffrail watching the bubbles and phosphorescent light playing about the restless rudder when a touch on my arm from the man at the wheel brought me to myself.

"What do you call that, sir?" he inquired, pointing over the quarter.

I gazed in the direction pointed out by the man and, to my intense surprise, saw a bright light, not unlike a ball of fire, which threw a lurid, tremulous light across the dark waters.

"It can't be the moon, sir?" said the seaman, with an inquiring look.

"The moon rising in a quarter bearing south-southwest! No; that is some craft on fire as sure as my name is John Watkins, and I'll rouse out the captain at once."

In another instant I was rapping in no gentle manner at the skipper's stateroom, who turned out in a hurry.

"What—what is the matter?" he stammered, rubbing his eyes. "Is there a squall coming?"

"No, sir; it's as pretty a night as I

ever saw. But, Captain Thompson, there is a vessel on fire to leeward of us, and I will, if you say so, run down to her assistance."

"I'll be on deck in a moment. Don't be in a hurry. Don't like to run the vessel off her course—prolongs her voyage." And, leaving the sleepy skipper grumbling to himself, I regained the deck.

In a few moments the old fellow was by my side.

"It will cost money to take all hands off yon craft and feed them till we make a port."

"True, sir; but is human life to be reckoned or valued by money? In all probability there are poor fellows there in danger of their lives who, if we leave them to their fate, would place us on a footing with pirates." And, turning abruptly, I walked aft, having expressed my indignation in a voice tremulous with anger.

"Bless my soul, Mr. Watkins, I would not leave any one to perish. I was only calculating the chances in a commercial point of view. You can hoist the longboat out if you like and take four of the boys for a crew to pull you to her. She will burn down to the water's edge if you wait for us to get there. It is growing calmer all the time, and to tell the truth, Mr. Watkins, I would advise you to bear a hand and get back as soon as possible, for I don't like the looks of the weather. The air is hot and oppressive-like."

In ten minutes I had the longboat over the side, and a stout, weatherly craft she was too. A bag of biscuits, together with a beaker of water, was stowed away in the stern sheets, and, bidding the lads to give way with a will, we shoved off from the sides of the old brig. I saw the tall, bent form of Captain Thompson peering down upon me for a moment, but the next instant the boat rose on the bottom of a swell, and that was the last I ever saw of my old skipper.

The brig quickly faded from sight, hid by a thin mist of haze which had suddenly arisen, and, in fact, I was conscious of a strange change in the appearance of the weather. The stars had entirely disappeared from the firmament, hid behind the gauzy veil which had so mysteriously

arisen, and low down on the horizon I noted a dark bank of clouds. The heat was intense, the stout seamen wiping the perspiration from the streaming brows as they toiled at the oars. Not a breath of air disturbed the glassy waters. All nature appeared to be hushed into a terrible calm.

I must confess I felt rather apprehensive as I glanced about the horizon and looked back in the direction where I knew the old brig must be rolling and pitching idly on the long swell, which every moment was increasing. But my fears and apprehensions were soon chased from my head by matters of more exciting interest.

As we neared the burning craft I read the name *La Hembrills* in letters of gold on the huge stern. The light cast by the burning spars and rigging aloft afforded ample power for me to form my conclusions.

The ship was a Spaniard. The empty davits and dangling falls told their own story plain enough to a seaman's eye.

The burning wreck had been deserted.

Shooting under the broad, heavy counter, we caught at the iron works of the mizzen channels, and, directing two men to remain in the boat, I clambered on deck, followed by the other two seamen.

The ship had evidently been on fire some time, the flames having full control of the forward portion. The foremast had gone by the board. The top-gallant forecabin was a sea of fire. The mainmast was already tottering, and I knew there was no time to lose. The smoke was dense and stifling, but as yet did not affect the extreme after portion of the vessel. The decks were strewn with remnants of provisions, half open cases and articles of clothing, but no trace of a human being could be seen.

Diving down into the main cabin, which was half filled with black twisting smoke, I took a hasty glance about. The rich hangings, appointments and ornamentation surprised me, showing that the unfortunate ship had been designed to carry passengers. The sharp, shooting gleams of writhing flames from aloft penetrated through the broad skylight, tingeing every object with a ruddy glaze.

From stateroom to stateroom I hurried, but found them all empty until I came to the after one. There I experienced some difficulty in opening the door, the smoke every moment becoming more tense and respiration more difficult. Exerting my strength, the woodwork gave way, revealing a confused mass of white drapery lying on the stateroom floor. The very sight made my heart beat quick with apprehension, and, stooping, I soon ascertained that it was a woman.

Placing my hand over her heart, I felt it throb, and without further delay I rushed on deck with her in my arms. Through the companionway I staggered, with a strange dizziness in my head, gasping for breath, but still retaining my grasp on her I had saved. The fresh air revived me, and the pain left my head, so that I was enabled to pay proper attention to the woman who lay helpless in my arms.

Then, for the first time, I looked at the face of my burden, and by the bright light of the wreck I discovered she was both young and handsome. At that moment the mainmast went crashing over the side, sinking with a hiss in the black water. A shower of cinders and sparks, a column of roaring flames shot on high, followed by the excited shouts of the men, who had leaped, panic stricken, into the boat, urging me to follow.

Clasping the lady with my left arm, I used my right in gliding down the ship's side. The men's oars were poised. I gave the word, and the next instant we were clear of the vessel, which was now wrapped in flames from stern to stern.

Dashing some water into the lady's face, I began to chafe her hands. The treatment, though rough, had the desired effect. She opened her eyes, closed them again as if the awakening was painful, but in a few moments was fully herself. In a few words I told her how she had been saved and assured her that in a short time she would be in safety on board the brig.

In return she told me that her father was the *Senor Jose Gonzales* of Santos, the wealthiest planter in the country. She had been on a visit to Spain, where her father had a large number of rela-



tions, and had taken passage for home in the Spanish ship.

The ill-fated vessel, by some means to her unknown, had caught fire during the night. A panic ensued, and, overcome by terror, she fainted away. Probably, in the excitement and alarm which followed, her absence was overlooked, and when the boats shoved off from the ship the *Senorita Marie Gonzales* was left unconscious in her stateroom to perish.

Glancing round the horizon, I could see no sign of the brig. Not the flash of a light betrayed the position of the vessel. But I had a compass with me and noted the course I had steered while pulling for the burning wreck. It was not the fact of the brig being invisible that caused me uneasiness, but the startling knowledge that a great convulsion of the elements was about to burst upon us.

The dark bank I had at first noticed low down on the horizon had risen rapidly until the entire heavens were obscured. The atmosphere had grown dense, and the darkness was simply intense, relieved only by the now dismantled hulk, which occasionally threw out a gleam of light.

A strange, indefinable rushing sound pervaded the air, a slight ripple ruffled the stagnant waters, a cold breath of air fanned my cheek, while under the black, frowning clouds I saw a white line rapidly rushing upon us.

Louder and louder grew the sounds. The men gazed at one another aghast. With a wave of my hand I motioned the seamen to pull the boat round so as to bear before it, and the next instant the hurricane burst upon us in all its fury.

The shriek of the tempest drowned my voice. The oars were dashed from the sailors' hands, while they in terror threw themselves down in the bottom of the boat.

In an agony of terror *Marie* clung to me, while I with all my strength and skill managed to keep the boat dead before the gale.

On rushed the frail structure through the murky darkness, enveloped in a whirl of foam which half blinded me as the salt spray filled my eyes. The water was torn up by barrells and hurled with cutting force and violence through the air.

Drenched to the skin, with the delicate girl crouching by my side wrapped up in all the spare coats I could muster, I kept watch during the long hours of that eventful night.

How we ever escaped destruction a merciful Providence alone can tell, but with daylight the fierce gale showed signs of abating, and by noon we were sailing upon a summer sea. A rough temporary sail had been rigged and the boat's head directed toward the land, for, of course, we had given up all hope of seeing the brig, for awhile at least. If we would be saved we had got to rely upon our own resources. Carefully I dealt out a slim allowance of bread and water from the scanty supplies which were in the stern sheets, cautioning the men to make the precious fluid go as far as possible.

I could enlarge upon the sufferings we endured, tell you about the calm days which succeeded, how the scorching rays of the sun beat down upon our heads and how the men with noble generosity surrendered their few drops of water to the pale, suffering woman, who never murmured once, though her brain was all but on fire and her tongue parched and swollen in her mouth.

You can imagine my feelings when the last crumb of bread was exhausted and the beaker had been drained dry. Death in its most terrible form, with the attending horrors of hunger and thirst, stared us in the face, and I groaned in anguish as I gazed upon the now inanimate form of the poor girl. She was dying—perhaps dead already—and I stretched myself by her side to meet the fate I was powerless to avert.

Well, we were picked up shortly after by a Brazilian fishing boat, placed aboard a man-of-war cruising on the coast, and the surgeon soon had us under his care. Strange to say, none of us succumbed to the privations we had undergone, but we all recovered to congratulate one another upon our escape. The *Senor Jose Gonzales* fairly hugged me in his delight at the escape of his daughter and insisted upon my making his residence my home. The men were rewarded by him beyond their most sanguine hopes, and I—well,

I rewarded myself by marrying the fair heiress, and when her father died a few years ago I assumed full control of the estates.

As for the old brig and Captain Thompson, neither was ever seen or heard from after the terrible storm which swept the coast of South America, strewing its shores with the wreck of many a noble craft.

### Why the Pilgrim Fathers Gave Thanks

Busy people take their history in capsules. What is known about the first Thanksgiving day is so little that it may easily be put in tabloid form.

It surprises many persons to learn that the great national Thanksgiving holiday did not originate in New England. The Pilgrims celebrated it in the autumn of 1621 in perpetuation of the English "harvest home" festival. This in turn belongs to a world cycle of "in-gathering" feasts, forms of which are referred to in the Bible in several places, as in Judges 9: 27:

And they went out into the field, and gathered their vineyards, and trode the grapes and made merry, and went into the house of their God, and did eat and drink.

There is no record of any religious ceremony in connection with the Pilgrims' first Thanksgiving, except the customary morning devotions and grace before meat. It was literally a feast following a fast. At one period of its first hard year the little colony lived upon "clams and mussels with bread made from ground nuts and acorns," says one historian.

When the Pilgrims landed at Plymouth Rock, Dec. 21, 1620, they numbered 104—one had been born on the ocean and one in Plymouth harbor. Before their first harvest, disease and hardship had taken 53 of their number. Four entire families had been wiped out by scurvy. At one time all but six or seven were sick.

Nevertheless the able-bodied managed to till 26 acres of land, 20 acres of which were planted with seed corn which they had discovered in a deserted Indian hut. They also built "a street" of seven dwellings and four public buildings. And they starved together in order to save their seed for the planting—and so were free

to rejoice when the yield proved generous.

At the first Thanksgiving dinner the guests numbered more than the hosts. The Pilgrims entertained the great Indian chief, Massasoit, with some 90 of his men for three days. The Indians, it is related, "went out and killed five deer, which they brought in and bestowed on our governor and on the captains and others."

Although they celebrated, the Pilgrims were not done with their suffering. They were actually in the midst of their distress, and this Thanksgiving was merely a temporary relief from ills the like of which brave men and women rarely have survived.

The next year they had no food to waste at a festival. It was not until the fall of 1623 that a harvest proved ample enough to justify a second Thanksgiving day celebration.

As it is now observed Thanksgiving really carries the significance of colonial abundance rather than that of the simple rejoicings of the Pilgrims over the first fruits of their labors.—*Cleveland Press.*

### Barnyard Tragedy With a Moral

When Mr. T. Gobbler married the pretty Mrs. Hen-Turkey—she always spelled her name with a hyphen—the entire barnyard community gathered at the festive occasion with their congratulations, for really Mr. G. was the catch of the season, and many a feminine heart was sore, though the lips were smiling that wreathed themselves into words which made the happy bride still happier. Female that she was, she knew how it hurt some of them to say the pleasant things they did, and she was glad.

But marriage is not all glamour, and, notwithstanding Mr. Gobbler was the handsomest bird in the barnyard, and Mrs. Gobbler was the envy of all her set, there was a spider in the pie. Like a worm in the bud, it fed upon her damask cheek and she gazed with fearsome longing at her splendid spouse, and sighed and sighed again. Once more the husband was not the romantic hero of the courtship days. True, he did not

smoke or drink or gamble, or even belong to a club, but, ah! he was so inconstant. And she was all devotion. How often thus with marriage bells—their echoes jangle out of tune!

September, October, and still the dead, dull pain at her heart, and still no remedy.

November's dismal days followed drearily, and there were those, knowing how weak is hope worn out, who whispered that Mrs. Gobbler was passing away and that that wretch, Gobbler, would be flirting on his way to the funeral. But they were mistaken, for suddenly and unexpectedly Mrs. Gobbler began to recover her wonted spirits and the old-time blush came again to her erstwhile faded cheeks. She even smiled, and many wondered. But none asked questions, for her sorrows had been so sore they could not bear the touch of even the gentlest hand.

One day Gobbler saw her poring over a rain-stained bit of newspaper which had been blown by some balmy breeze into the barnyard.

"Ah, my dear," he said to her, for he was kind enough of speech, "what readest? An installment of a love story?"

She attempted to hide the paper under her wing, and did not answer.

"Oho!" he laughed, coarsely, snatching at it. "Something I should not see, perhaps? Give it to me."

Resistance was quite useless, and she let him take it, smiling radiantly on him about to read.

He looked at the fatal page, and his wattles wilted and turned pale, his fan tail folded up and the iridescent glisten of his swelling bosom became lusterless.

It was the President's Thanksgiving proclamation, and Gobbler knew what was coming to him.

So did Mrs. Gobbler.

### The Poisoned Cigar

BY HOWARD FIELDING

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Frank Clifford was heir to a large estate, and his uncle, Duncan Clifford, was trustee, with power to do about as he pleased. I had never met the uncle, but he had been described to me as a strange

animal, part mule and part monkey, incredibly obstinate, yet fantastically unstable of purpose. One day I received an earnest request from Frank to meet him that evening in Branford, N. J., where his uncle lived.

We were to meet in a little hotel at 10 o'clock, and as my train arrived before 9 I decided to view the quaint old town by the light of the moon. One small white building I was led to notice particularly.

It must once have been the village school-house, but was now a millinery store kept by a Mrs. Esther Wilson, as the sign informed me. I ventured to guess that Mrs. Wilson lived over her store, for there was a light in the gable window, from which, as I glanced up, the curtain was pushed partly away, revealing a woman, who dodged back as if alarmed. It is a curious circumstance that I happened to notice in the hand with which she awkwardly thrust aside the curtain a small drinking glass.

Taking a few more steps, I came in view of an exterior stairway by which the second story of the house was reached, and at the foot of the stairs there was a man seated.

This man's attitude, coupled with my glimpse of the wineglass, conveyed a very unpleasant suggestion. This inert figure might be Mr. Wilson; a drunkard and a squanderer of the little milliner's meager earnings, and it was with this idea in mind that I approached him and laid my hand, not very gently, upon his shoulder. At the touch he slid down sidelong and lay at my feet, and I knew at a glance that he was dead.

He was passed fifty years of age and of distinguished appearance.

The street was well nigh deserted, doubtless because of the unusual cold. The neighboring stores were closed, except for a tobacconist's, which I had noticed because the proprietor seemed to be the village jeweler also, and I had thought the combination odd. It seemed best to carry the body to that store, and I had set myself to the task when the door at the head of the stairs opened, and Mrs. Wilson, as I rightly guessed, came out hurriedly. She saw me hoisting up

the dead man in my arms, and she screamed.

"The man is ill," said I. "Do you know who he is?"

She had uttered only a single cry. Now she stood stock still, staring down at me.

"I am going to take him into the tobacco store," said I.

"No!" She spoke the single word and then checked herself as with an effort.

The voice, though heard in so brief and strained an utterance, increased my vague impression of recognition, but the dead man was becoming heavy in my arms, and I decided to follow my original purpose. It was only a few steps to the store, but nearly a score of people gathered about me before I traversed the distance. Some one opened the door, and that was all the help I received.

The tobacconist-jeweler was not there, having run out perhaps at the sound of the woman's scream. I laid my burden upon the floor, and instantly half a dozen voices cried out:

"It's Duncan Clifford!"

At this there appeared upon the scene a tall, soldierly man, with a drooping blond mustache and a blue cap with gilt insignia, the city marshal, Captain Ford. He asked me a few rapid questions, which I thought very intelligent, and then, asking me to remain beside the body, he departed. He was gone perhaps five minutes, and nothing of consequence happened in my observation during his absence, but I had a great surprise when he returned, for he brought with him the milliner, whom I instantly recognized as a young woman named Esther Warren. She had been employed in my office up to four months ago, when she had given up her position.

Before we could exchange a word, even of ordinary greeting, the marshal detached us from the increasing throng and drove us gently into a private room at the back of the store.

"Now," said he, turning to us, "you two people know each other. I saw that at a glance. Who are you?"

"Who am I?" asked the young woman.

"Yes," said he. "You are supposed to be Mrs. Wilson. No one in this town

knows anything about you. Where did you come from? Who is Mr. Wilson, and where is he? Where did you get the money with which you opened this store?"

"I decline to answer these questions," she said.

"So I supposed," said he without a trace of annoyance. "That's why I asked them all at once. But you don't deny that Clifford had been calling on you and was taken sick up there?"

"No, I don't deny it."

"Did you give him anything to eat or drink?"

"No."

As she made this reply my memory flashed at once to the glimpse of her that I had had at the window, but even without the sight of the wine-glass I should have known that she was not telling the truth.

"Did he say what seemed to be the matter with him?"

"Yes; he was faint. He thought it was the cigar that he was smoking. He said his lips felt numb."

"I thought they looked queer," said Ford. "Here's the cigar," showing us half of a very small one. "I found it in his pocket. He was going to have it examined, I suppose. Well, I'll do that, but it's poisoned sure enough. Now," he continued, pointing his finger at the girl, "to whose advantage is this man's death—to whose advantage?"

"I beg your pardon," said I. "Is this young lady under arrest?"

At this moment a hasty hand was laid upon the knob of the door which communicated with the shop.

"You can't come in," said the marshal, but he was mistaken. The lock of the door burst with a rattle of splinters, and Frank Clifford precipitated himself into the room.

"Can't come in, eh?" said he. "What do you think about it now?"

He strode across to the little milliner and, standing beside her, glared at the marshal, who had not risen from his chair or even paused in caressing his silky mustache.

"Glad to see you, Mr. Clifford," said he, speaking through his hand. "Have

a seat and tell us where you got this cigar you gave to your uncle."

Before he could reply the young woman stepped in front of him, and she was a picture.

"Mr. Clifford—Mr. Duncan Clifford—got that cigar here in this store," she cried. "He told me so."

The marshal rose and stepped to the broken door, now guarded on the outside by some serviceable citizen who had appointed himself deputy.

"Send Edgeworth in here," said the marshal, but it appeared that the tobacconist-jeweler was not present. No one knew what had become of him.

"Ah, he told you so!" said the marshal, turning to the milliner and calmly resuming the conversation. "How did he happen to do that?"

"I don't remember," she answered, "but if the cigar was poisoned I know why. Mr. Edgeworth has annoyed me beyond endurance with his attentions. He knew that Mr. Duncan Clifford came to see me often. He believed that I preferred Mr. Clifford, and he hated him insanely."

"So Mr. Clifford used to come to see you? Why?"

"To persuade me to go away," was the reply. "He offered me money. He was trying to separate me from Frank."

"To give up Frank?" said the marshal. "What are you to him?"

"I am his wife," she answered, "but Mr. Clifford did not know it."

"And if he had known it Frank might have lost half a million dollars. I see."

The entrance of Mr. Edgeworth interrupted this line of questioning.

"Ah, Edgeworth; good evening," said the marshal.

"Good evening, Captain Ford," responded the tobacconist in a deep, heavy voice that sounded strange from his narrow chest and thin lips.

"When did you sell this cigar to Duncan Clifford?" asked Ford.

"I never carried these goods," he said. "It's a sort of large tobacco cigarette, sold eight in a box—a little tin box. I think they are called the Marquis."

The marshal turned to Frank.

"Give me your cigar case or whatever you carry them in," said he.

"You have no authority," Frank began.

"Haven't I?" retorted Ford, drawing a revolver. "You are under arrest. We'll search you at the station, and I know what we'll find."

"Wait one moment," said Frank, with more calmness than I should have expected of so excitable a man. "I will admit that I gave that cigar to my uncle after dinner and another like it this evening. I do not believe that it is poisoned. Of course it isn't. I had nothing to do with this crime, if it is a crime, and"—

"I gave him wine in my room," cried Esther, panic-stricken with fear for the man she loved. "The bottle has been uncorked, where any one—this man"—She finished the sentence by a wild gesture toward Edgeworth.

"Clifford was ill before you gave him the wine," said the marshal. "You told us so, and you were telling the truth too. Sit down, all of you."

Presently a man, red-faced and breathless, burst into the room.

"He went home and changed his clothes!" cried this fellow in gasps. "His other clothes was all wet. We found 'em."

The marshal turned slowly toward Edgeworth.

"I missed you," said he. "It seemed queer. So I sent this man to see about it. How did your other suit of clothes get wet?"

There was a long moment of silence; then Edgeworth sprang at the marshal as quick as a flash. Ford turned for a clinch and half rose, but Edgeworth dodged and flung himself against a small table on which were the marshal's revolver and a lamp that was the only light of the room. There was a great crash and then darkness, with the noise of an indiscriminate struggle. Ford, his messenger, Frank and myself were all in a grapple, while Edgeworth, the object of our efforts, eluded us in the room, which he knew better than we did, and escaped by a stairway to a loft, from a window of which he dropped into the yard. But why had he fled?

The clew that helped us was the wet clothes, for they suggested the canal. We got lanterns and went out through

the yard at the rear of Edgeworth's store and came to the canal's bank. There was about half an inch of ice on the water, but at one point it was broken for a distance of ten feet outward, as if someone had plunged in. A suicidal attempt? Then why had the man come out again?

The riddle was not read until the next day, when a thorough examination of this spot resulted in bringing up from the bottom of the canal a metal cigar cutter such as one sees upon tobacconists' counters. The cigar is inserted into a little trap, and a knife blade, actuated by a spring, cuts off the end.

To this common contrivance Edgeworth had added a sort of syringe, which his skill with tools enabled him to make in a manner that I am tempted to call admirable. This syringe injected into the cigar a sufficient quantity of a tasteless deadly poison. Edgeworth had doubtless kept this machine for many days, waiting for Clifford to come to his store alone.

The occasion served him well on this particular evening. Clifford had finished one of his nephew's little cigars and was about to light the other when he came abreast of Edgeworth's store on his way to see the milliner. No one else was present. The fatal contrivance was cleverly put in the right place, and the victim's death resulted in the manner described.

Eather's loud cry reached Edgeworth's ears, and he guessed its meaning. Momentarily panic stricken, he ran to throw the cigar cutter into the canal, but the ice was much thicker than he supposed, and it upheld the fatal evidence for all men's sight. Edgeworth tried to crawl out on the ice and crashed through. He succeeded in sinking the box and regaining the shore, but he dared not show himself in his wet clothes, so he ran home and changed them and hazarded a return.

This we conjectured, and Edgeworth's confession confirmed it. He was captured a week later in a hospital in Wilmington, Del., where he died.

From Frank Clifford I obtained the remainder of the story. Unknown to me he had fallen in love with Miss Warren and secretly married her. Then, with

some wild idea of permitting her charms and virtues to be known in Branford and thus winning his uncle's consent to the marriage, he had bought the little millinery store for her. But Uncle Duncan proved a hard man to win over. He guessed a part of the secret and would not hear of an alliance with "Mrs. Wilson." In this state of affairs the foolish young lovers decided to confess to me and seek my advice, and that was the reason why I was summoned to Branford in time to behold the catastrophe.

Duncan Clifford died without a will. His death gave Frank control of his own property that had been in trust and also nearly all of his uncle's large fortune.

### The Thanksgiving of Mrs. Rebecca Todd

Mary E. Wilkins in *New York World*

The week before Thanksgiving the sewing circle in our village met at Mrs. Nathan Tucker's, and there was a full meeting, though everybody was busy cooking for Thanksgiving. The Tucker house was redolent with spice, and boiled cider and mincemeat. Mrs. Tucker had told several, confidentially, that she did not know how to have the circle. The members were most of them late, with the exception of Rebecca Todd. She is a widow and lives alone and has nobody to cook for, except herself, and besides she was invited to spend Thanksgiving with her brother.

Rebecca Todd is a fast sewer, and she had a missionary apron almost finished by the time the others arrived; she had talked every minute, too. Mrs. Todd is noted for her conversational powers. She politely gave an inkling of the topic under discussion to every newcomer, took up the threads, as it were, for her inspection, then proceeded. Everybody, with the exception of Maria Hopkins, listened respectfully. Mrs. Todd is considered a smart woman, and, besides, she is well to do, has the finest house in town and the best furniture. Maria Hopkins, who has her own opinions, listened rather contemptuously; once in a while she sniffed, in a way she has, and she screwed her forehead tight over her sewing. She has never liked Rebecca Todd since they were

girls together. Mrs. Todd talked, and talked; scarcely any one else said a word. When the last comer, Mrs. Stephen Pendergrass, entered, she had just begun to relate a Thanksgiving experience of hers, which she considered remarkable, as, Maria whispered, she considered most experiences of her own. "I should think she would be astonished because they never put the day she was born into the almanac to calculate the weather from," whispered Maria, and the minister's wife, who sat next to her and is considered too young and giddy by some folks for a minister's wife, giggled, and then was so scared because she had that she turned pale.

"I was just saying," said Mrs. Todd, politely, to Mrs. Stephen Pendergrass, who is tall and meek and slides into the first chair as if she were unworthy to sit anywhere, "that everybody has had Thanksgivings, but I thought that not everybody had had Thanksgivings that seemed to stand out—special Thanksgivings, as it were."

Mrs. Pendergrass, who is always afraid to speak before more than two, bowed solemnly and colored up and looked as if she had done something awful every Thanksgiving day of her life, and Mrs. Todd went on sewing all the time as fast as she could drive her needle.

"Yes," said she, "I have had as good Thanksgivings as anybody; always a turkey and everything to go with it, and my relations visiting me, or else me visiting my relations; but I don't remember more than one special Thanksgiving that seems to sort of stand out as it were. That was the first one when I ever cooked the whole dinner myself without any help."

"I suppose that was the first Thanksgiving after you were married," said Mrs. Henry Mixter, who is a genteel, soft-spoken woman; she admires Mrs. Todd much and tries to be intimate with her.

"No, it was not," Mrs. Todd said, with an important nod, the like of which I never saw in anybody else. "No, it was not; it was before I was married, and I cooked the dinner for fifteen and had it ready by 12 o'clock, by the time they got

home from meeting, besides putting the house in apple-pie order. Mother wasn't strong, and my sister Lizy's little Sammy was only 6 months old. I washed and dressed little Sammy that morning, too, and I washed and dressed brother Henry's twins—his wife wasn't able to do much, she had a run-around on her thumb—and I curled Minerva's hair in two rows of curls. I dressed five children that morning, besides all the rest."

"Did that 6-month-old baby go to meeting?" said Maria, with one of her sniffs, and Mrs. Todd glared at her.

"No," said she, "he didn't. My sister began early with her children, training them to go to meeting, but she wasn't a fool. Had that baby to take care of besides all the rest, and he was teething and terrible fractious. I had to keep jogging his cradle between whiles. Then I had to put on father's collar and cravat for him, and do up mother's hair and heat the soapstones for their feet: they had to go three miles in sleighs, and it was pretty cold. After they were all gone, I tell you I just flew. There was the turkey to cook, and it had to be basted every fifteen minutes—mother wouldn't look at a turkey that wasn't basted every fifteen minutes; didn't think it was fit to eat—and there were all the vegetables to be got ready and the chicken pies to be baked—mother didn't think a chicken pie that was baked the day before it was eat was fit to be looked at—and there was the pudding and the pudding sauce to be made and the table to lay. Then there were seven beds to be made up and everything to be dusted—mother was dreadful particular. Then I had the hens to feed and the eggs to get and fresh sponge cake to make because mother didn't think it was good unless it was baked the day it was eat, and then, to cap the climax, I had to make some butter. Mother had a little cream, just right to churn, and I knew she hated to have it wasted, and so I made a pound and a half of the butter, besides all the rest. Then in the midst of it all Sophy Briggs that was—she lived next door, and her folks had gone to meeting, and she staid at home on account of having a cold—came running in

with her finger cut to the bone, and I had to do that up in cobwebs, and she hadn't more'n gone before I burnt my own finger lifting out the turkey to baste, so I've got the scar of it now. Well, I lived through it, and that dinner was all on the table at 12 o'clock, when they got home from meeting, and me in my best all ready to help them out and take off the children's things. Well, as I was saying, that Thanksgiving has always seemed to me a special one, and kind of stands out, as it were."

Mrs. Todd stopped and looked around as if she were waiting for admiration.

"I call that a Thanksgiving to be remembered," said Mrs. Henry Mixer, in her genteel way. "I never heard of such a day's work, and you so young too."

We all reflected that we had never done anything like it, though we had worked hard enough on Thanksgiving day, and we all felt impressed, all except Maria Hopkins. She sniffed: "How long was that before you were married, Mrs. Todd, may I ask?" said she.

Rebecca Todd looked sharply at her. "Much as ten years," said she. "Why?"

"Nothing," said Maria, but I could see that she was figuring in her head. After a while, when Mrs. Todd was talking about something else, she broke right in. "I've got something to say," said she. "You were 17 years old when you were married, Rebecca Todd, and now you are trying to make it out that you were only 7 years old when you did such a day's work as that."

Rebecca Todd colored as red as a beet, and a kind of quiver seemed to go all over her, but she looked Maria full in the face. "Well, what of it?" said she.

"I don't believe one word of it," said Maria.

"You can believe it or not, just as you're a mind to," said Rebecca Todd, "but I'm telling it, and I was never known to tell a lie in my whole life."

Well, Mrs. Todd's special Thanksgiving had divided our sewing circle. Half sided with her, and half believed she told a wicked lie, and is not fit to be associated with us in mission work. To this day nobody knows whether she really had that special Thanksgiving when he was

7 years old or not; but the sewing circle is divided, and this week, before Thanksgiving, one part meets with Mrs. Henry Mixer and the other part meets with ME—Brag is seldom good company.

### A Mistake

BY PAULINE D. EDWARDS

Although the Horner sisters had lived in the same house for forty years, during twenty of those long years they had not exchanged a word.

No one in Rosedale knew why Abigail had suddenly taken up her residence in the north wing of the old house and Sophia had settled her belongings in the sunny south half. At the time conjecture had been rife, but the nine days' wonder had settled into a strong conviction that they had disagreed over the "prop'ty," for it was shortly after old Judge Horner's death that the estrangement began.

Every Sunday morning the sisters stepped primly down the graveled path to the gate and in wordless silence wended their way to church and up the aisle to the Horner pew. In vain had the pastor remonstrated with them singly and together. While open to reason and conviction on every other point, they were dumb regarding the cause of their wordless strife.

It was June now, and Sophia was digging among her pansies. She was slight and pale, with a pleasant, mild face that now and then startled one by settling into firm lines around the mouth. Abigail's features were cast in a sterner mold, and the lines about her mouth were deeper, and this characteristic feature in both sisters was known as "Horner spunk," and it was generally agreed that "Horner spunk" was at the root of the trouble.

Abigail stood under the cedars with a copy of the county paper in her hand. She was slowly reading an article for the fifth time:

The Rev. Paul Weemers, pastor of the Park Methodist Church, New York, will preach in the First Church at Rosedale on Sunday evening next. It will be remembered that the First Church of Rosedale was Mr. Weemers' first charge, and his return will be the occasion of much pleasure to his old friends and parishioners. Mr. Weemers will be accompanied by his wife.



She looked across the boxwood hedge into Sophia's garden. The news would interest Sophia as well as herself. Abigail thought of this as she stood there looking at Sophia's stooping form. There was a certain stern integrity about Abigail that urged her to break the long silence and to impart the news she had read to her sister. There was an underlying tenderness, too, toward her younger sister that the bitter resentment of years could not destroy. She resolved that Sophia should not be taken unawares.

She leaned over the hedge and dropped the newspaper under Sophia's nose.

Sophia squeaked with surprise as the paper rattled among the pansies, and there was blank astonishment in her near-sighted eyes as she lifted them to gaze upon the grim uncompromising face of her sister.

The latter pointed to the paper with an old time gesture of command, and Sophia, adjusting her spectacles, sought the wrong page with agitated eagerness. Then she turned the sheet, and presently a nervous cluck and the dull reddening of her cheek announced that she had found the item. In her excitement the younger woman spoke. "He will call," she said softly, as if to herself.

The next day was Saturday, and all day long Sophia's lavender muslin hung on the clothesline, bending and swaying in the soft west wind like a misty wraith of Sophia herself. Abigail looked sternly upon the dress. She had been on her way to the front chamber to look over a well preserved summer silk, but the sight of the dress seemed to proclaim the boldness of Sophia—a boldness that was unexpected and that seemed to rouse a stern maidenliness in the older woman. She reddened darkly and went hastily downstairs again.

In the solitude of her own front room she sat and thought. The stern upbringing of the Horner girls had discouraged the coming of suitors, and it was not until after their father's death that Paul Weemers came to preach at the First Church. He had been equally attentive to both sisters, and it was perhaps natural that each should believe herself to be the preferred one and the other an interloper.

When Paul received a call to a larger parish he came to say goodby, and when he asked old Hannah if Miss Horner was in the sisters appeared simultaneously. Suddenly Abigail was called away, and when she returned to the parlor the young minister had gone and Sophia was standing at the window with a bewildered look on her pretty face.

Then a white rage had taken possession of Abigail, and her tongue had loosed upon the frightened Sophia, who turned fiercely with upbraiding contradictions. After that scene, which no one witnessed, began the long silence. As her thoughts wandered back to the past she knew she had been unjust to her sister, for really neither of her sisters had any real reason for thinking Mr. Weemers was in love with her, which made Abigail's outbreak toward her sister all the more unjustifiable. It was of these things that Abigail was thinking.

The next day was Sunday, and Sophia stepped down the path alone, her worn hymn book clasped in her mittened hands. She cast many anxious backward glances at the north wing, where Abigail's stern profile was outlined against the window pane. She was bent over the pages of a religious journal, and it was evident she did not intend to go to church that morning. Sophia went on alone, swinging her fresh muslin skirts and holding her head rather high, quite unaware that Abigail was watching her with accusing eyes of mingled pity and resentment.

Sophia did not know why she was hurrying to church that morning with a pink spot in either faded cheek, but her heart beat quickly, and she was conscious of a pleasant excitement at the idea of seeing Paul Weemers again. That was all. She fluttered the leaves of her Bible as she waited for the service to begin. She wondered vaguely where Mrs. Weemers would sit and concluded that she was the fashionably attired woman who sat in the minister's pew. She was a plump, pretty woman, with dark hair waving back from a fresh, youthful complexion. Then Paul Weemers came in, and Sophia gasped with surprise. He was rather stout and much older, and his hair and beard were quite gray.

The next morning while the sisters were attending to their separate household duties the doorbell toned dismally. Abigail went into the front hall and, peering through the side window light, saw a man in clerical garments accompanied by a woman. She paused for a moment with a hand on the knob; then she opened the door.

"Now, Miss Abigail, I don't believe you recognize me," exclaimed the man heartily. "I didn't see you in church yesterday, although I am sure that I recognized your sister."

"Mr. Weemers, isn't it?" asked Abigail coldly. "Won't you come in?"

"Yes, and this is my wife; my dear, this is Miss Horner, one of my old friends and parishioners."

"I have heard my husband speak of you and your lovely old house, Miss Horner," said the lady pleasantly.

They went into Abigail's cool parlor.

"Where is Miss Sophia?" inquired Mr. Weemers with evident interest.

"I will call her," said Abigail reluctantly.

She stepped across the hall and opened Sophia's door. That was the signal when there was company for both.

"Don't you care, Sophia," she whispered with fierce intensity as her sister followed her into the room.

Sophia was visibly agitated. She stammered greetings to the minister and his wife, which Abigail tried to cover by commonplace remarks, but there was an atmosphere of constraint over the four people.

"Will you have some refreshment?" asked Abigail presently. "It is a very warm day," she observed. She left the room and presently returned with foaming glasses of root beer and a plate of freshly cut sponge cake. She ate nothing herself, but looked intently from her sister to Mr. Weemers and then at the minister's wife.

The latter set down her glass. "Do you know, Miss Horner, that when my husband told me he was coming to Rosedale on Sunday I was delighted. The first thing I said was, 'Now I shall see the Horner teapot!'"

Abigail's face softened. "So he re-

membered our teapot?" she asked.

"Yes indeed. I have a mania for old china, and Paul shares the mania. He has spoken of the teapot as such a lovely example of willow pattern, and I told him I positively must see it."

Abigail went to a walnut cabinet and brought forth a large blue and white teapot. It had been in the Horner family for many generations and was a treasured heirloom.

"How perfectly lovely!" exclaimed Mrs. Weemers, while her husband hung over it in silent admiration. Suddenly he straightened back in his chair and laughed heartily.

"You do not know, Miss Abigail, how hard I strove one day, many years ago, to ask you to sell me that famous teapot. I had seen it and succumbed to its beauty. I remember, just a day or so before I left Rosedale, I called to say goodby and at the same time to ask if you would sell it, but I realized my presumption and hardly hoped you would do so. I tried to broach the subject, but somehow I couldn't seem to make any headway. I recollect that you were called from the room, and I tried to approach your sister on the subject, but she seemed to want to talk of everything except the teapot, so I gave it up and went away. I wrote to you once and asked about it, but as I never heard from you I presume the letter went astray."

Abigail and Sophia were looking at each other over the blue teapot. There was a startled expression in Sophia's eyes, while Abigail looked pityingly at her sister.

Abigail found her voice first. "My sister and I would like to give you the teapot, Mrs. Weemers," she said with decision in her tones. "There is no one to care for it after we are gone, and you and your husband seem to prize it so highly we would like you to have it."

"But—we cannot—it is too much"—stammered Mrs. Weemers.

"Oh, yes!" cried Sophia eagerly. "You must take it. We want you to have it; Abigail and I have so many old-fashioned things."

Abigail left the room to wrap the teapot in paper and to escape the effusive

thanks of the delighted Weemers. Sophia followed her sister, trembling with some unexplained emotion.

Removing the lid, Abigail thrust her hand into the teapot and drew forth a yellowed envelope. She held it toward Sophia.

"It's yours," she said shortly.

"No; it's yours," returned Sophia.

"If it's mine," said Abigail in grim tones, "I'll burn it up." And she thrust it into the stove.

"Shall we have tea together in the big dining room tonight, Abigail?" asked Sophia timidly.

"Of course we will," said Abigail.

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### Two Pumpkin Pies

BY CLARISSA MACKIE

Abigail Lester set the last pie on the shelf and sniffed delicately at the pleasant aroma.

There were five luscious, yellow and brown pumpkin pies with tender, flaky crust baked in square biscuit pans. Abigail Lester's mother always baked her pumpkin pies in square tins, and Abigail did the same thing when she was left alone in the old farmhouse. She used her mother's recipe, too, and somehow pumpkin pie never tasted just right unless it was baked "square."

"One for the minister, one for Lucinda Drake and one for Heppy Brewster," murmured Abigail. "That will leave two for me in case somebody happens to drop in."

Then, quite weary with the morning's work, she left her kitchen and went upstairs to take a nap.

From the old four-post bed where she was lying Abigail could see the great barn which had been the center of the quarrel that had divided the family after her father's death. The two married daughters, Winnie and Emma, had each received her share before they married. Winnie Dacey had received the fine land adjoining the old homestead and the brown roof of her large comfortable home could be seen from all the south windows of Abigail's home.

The road turned just beyond Dacey's place, and on that plot of triangular por-

tion Emma Redgate and her husband had built their home. Abigail could see Emma's house quite plainly. To Abigail, the unmarried one, had fallen the homestead with its smaller acreage. That was all very well. Every one was satisfied until it was discovered that John Lester had neglected to include in his will the great red barn and the land surrounding it.

The Daceys said it should have been left to them. It was situated conveniently close to Herman Dacey's hay fields, and Herman made a business of selling hay and grain. Jim Redgate said that there was no doubt that the big barn should belong to Emma because Emma had told her father it would save them the trouble of building a new one, the old one having burned to the ground, and John Lester had murmured, "Very true, Emma!" That was all.

When it was discovered that Abigail believed that the barn should go with the homestead, the Daceys and Redgates ceased quarreling with each other and turned their concentrated wrath upon Abigail, with the inevitable result that a bitterness arose among them.

For three years the Daceys and Redgates had ignored Abigail Lester. Their children were not allowed to come to see her, and Abigail, who had helped to rear them properly and loved them all dearly, had felt that the keenest blow of all. But she possessed her share of the Lester obstinacy and would not give in.

Abigail always felt these thoughts crowding closely upon her at anniversary seasons. Now she could not sleep, and, getting up, she drew the shade before the window that looked upon the offending barn and dressed herself for the afternoon.

She wrapped up three of the pumpkin pies in snowy napkins and placed them in a broad market basket. When Bennie Brush and his brother came over to bring in her coal and wood she would get them to deliver the pies for her. The ten cents she would give them would be joyfully received at the holiday time.

Benny Brush and his brother came whistling down the road with Abigail's basket between them. One pie was for Miss Lucinda Drake, one was for Miss

Heppy Brewster down at the mill, and the third one was for the minister.

Along came Joe Finney with his shotgun.

"I'm going to shoot quail," he said patronizingly. "If you kids want to come along you can."

Benny looked at Bobby, and both looked at Abigail's basket. The ten cents was in Benny's pocket. "We gotta take these pies around. One's for the minister, and, gosh, I can't remember what to do with the others!" he said in a scared tone.

"I can't either," whimpered Bobby. "I wan't to go with Joe."

Benny looked at the Dacey house and beyond it the comfortable home of the Redgates. A look of relief passed over his freckled face. "I remember now," he said hopefully. "They're for her two sisters, Mis' Dacey and Mis' Redgate. Of course they are!"

"I thought they was all mad at each other," protested Bobby.

"Never you mind," cried Benny as Joe Finney moved impatiently away. "Wait a minute, Joe, and we'll go along, too, and if you ain't in too much of a hurry I'll run down to the minister's house, and when I come back I'll bring ten lollipops."

"Now, Bob," said Benny breathlessly, "you take this here pie up to Miss Dacey and just say, 'Miss Lester's compliments,' and beat it. You understand, hey?"

"Yes," trembled Bobby.

"And take the other one to Redgates' and say the same thing, and if you say anything more, why, you won't get any lollipops!"

"All right!" said Bobby sullenly as he set forth with a pie in either hand, while Benny took the minister's pie and disappeared in the direction of the village. Joe Finney polished his gun barrel and whistled softly.

Mrs. Dacey was in the kitchen frying doughnuts when her oldest daughter burst into the room. Winnie was seventeen and a pretty, vivacious girl. In both hands she carried a square object wrapped in a white napkin.

"Mother, what do you think?" she cried. "Aunt Abbie has sent you a pump-

kin pie with her compliments! Look!" She drew off the napkin and displayed the toothsome pie in its square tin.

A dull red suffused Mrs. Dacey's cheeks. The square pie looked so much like those her mother had made years ago when they were a large and happy family that the quick tears started to her eyes. This friendly overture on Abigail's part was unexpected.

"It's a beautiful pie," said Mrs. Dacey huskily. "I expect your Aunt Abbie made it by mother's old recipe."

"Um-m-m-! It smells good!" sniffed Winnie; then she added rather wistfully: "I wish we were truly friends with Aunt Abbie. She must be very lonesome. And she was always good to us."

"Put it in the pantry," said Mrs. Dacey sharply, "and go down to the store now and get that sugar if you're going to make candy tonight."

Winnie had barely left the house before the back door opened to admit a gust of frosty air and the shawled form of Emma Redgate.

She was a large, stout woman, and she sank breathlessly into the Boston rocker and threw back her shawl.

"Whatever do you think, Winnie?" she panted.

Mrs. Dacey looked up sharply.

"You got a pie, too?" she asked.

"The land! Yes, I did. So she sent you one! I wonder why she did it, Winnie?"

"I don't know—except to show she's sorry about the trouble. Did you see the pie, Emma? It looked just like one of ma's."

"I know it," murmured the other woman. "It took me right back to old times."

"If any one had told me then that we'd quarrel with Abbie I would have laughed!" Mrs. Dacey lifted out a cruller on the end of a long fork and added it to the pile on the platter.

"The children pester me most to death about their Aunt Abbie," remarked Mrs. Redgate with sudden candor. "Seems 'f they set more store by what she used to do for them than anything I can do now. It's a sore point with them because I won't let them go there or take anything

to eat from her. I say if the parents are not on good terms with her, the children can't be. It stands to reason."

Mrs. Dacey was silent.

"I can't get over the pie," she said thoughtfully. "Emma, I feel this way: If Abigail can forgive and forget the things we said to her three years ago and send us one of these pies I guess we can go over and thank her—what say?"

"You're right, Winnie," replied Emma eagerly. "Jim always said we made more out of it than we ought to. Do—do you want to go now?"

"Wait till this evening after supper. You slip away and come over here. I don't want any of the family to know about it just yet," said Mrs. Dacey.

That evening after tea Abigail Lester sat alone in her sitting room knitting a pair of bedroom slippers for Heppy Brewster, who was her most intimate friend.

The empty kitchen seemed to echo with the footsteps of children as they danced joyously about a smiling mother who was preparing Thanksgiving dainties. There was the smell of mince pies and roasting chestnuts and popcorn and apples from the great bowl on the sideboard. What would her mother have said if she had witnessed the dissension over the red barn?

Abigail's head drooped lower and lower until it rested on her arm. Slow tears forced their way between her closed lids.

A little while afterward two faces were pressed against the window that looked out on the porch. Then the door opened softly and admitted Emma Redgate and her sister. Each one carried something wrapped in a napkin.

Abigail's head was still bent on the table. She had not heard them enter. Winnie Dacey hesitated a moment and then laid a toil hardened hand on her sister's head.

"We—we didn't knock, Abbie; we came right in," she said confusedly.

Abigail started up with a little cry. She stared at the two women with incredulous eyes.

"You, Winnie? And you, Emma?"

"Yes, Abbie. We came to thank you for the pies and to bring something.

Emma's brought some of your favorite beech plum jam, and here's a plate of cinnamon doughnuts. You remember ma always made cinnamon doughnuts for Thanksgiving."

"Yes—yes—I've been thinking of it all, and I'm so lonesome!" cried Abigail, giving way to tears.

Somehow the three sisters found their arms around one another.

After awhile they drew apart and sat down on the long haircloth sofa. Abigail was in the middle, and Winnie and Emma sat on either side with their arms around her.

"I've been sorry for a long time, Abbie," said Emma thoughtfully, "and the children have most broken their hearts over the trouble, but somehow that Lester punk wouldn't let me speak first."

"Same here," said Mrs. Dacey briefly.

"The hull thing is nonsense, girls. And, just think, two square pumpkin pies just healed that quarrel!"

Abigail lifted her head and stared from one to the other. "You mentioned pies when you first came in," she said in a puzzled tone. "What do you mean?"

"Didn't you send me a square pie this afternoon with your compliments?" demanded Mrs. Dacey.

"And didn't you send me one too?" echoed Emma Redgate.

Abigail's face reddened deeply.

"No," she said faintly. "I wish I had, but I didn't. I sent Benny Brush out with three pies—one for the minister, one for Lucinda Drake and t'other one for Heppy Brewster. The little lad must have forgotten the names and left 'em at your houses. Most likely, he thought if I was any kind of a sister I would be sending pies to you!" Abigail sobbed brokenly.

The perplexed eyes of Mrs. Redgate met the puzzled glance of Winnie Dacey. As by one accord their arms folded around Abigail and they drew her closely.

"I'm glad the mistake happened," said Mrs. Dacey practically. "I shan't give up my pie to anybody, Abbie! I prize it too highly."

"So do I—wild horses can't drag that square pie out of my pantry," threatened Emma Redgate. "We'll get together

tomorrow and make some more pies for Lucinda and Heppy."

"I wonder who got the minister's pie!" laughed Mrs. Dacey, and Abigail and Emma joined her. With that little burst of merriment went the last icy barrier of the quarrel.

"There's just one place that's big enough to hold Thanksgiving dinner in tomorrow," said Mrs. Dacey. "There's all Emma's folks and all mine and the cousins from Beyond River, and Abigail!"

"Where's that?" asked Abigail, thinking of the dear nieces and nephews who would throng about her once more.

"Why the big barn, of course! The boys can get it ready in the morning and build a fire in the old stove there. This will be a real Thanksgiving, girls, and I know ma and pa won't be far away from that feast! There won't be another Thanksgiving like ours!"

And it happened that the red barn which had been the cause of so much bitterness and many heartburnings witnessed the peacemaking of the three sisters and their families.

As for Benny Brush and his little brother, they never could understand why Miss Abigail Lester never scolded them about the pumpkin pies nor the reason why she presented them with new sleds when the first snow came.

### First National Thanksgiving Proclamation

BY JOHN HANCOCK

"Forever be his name accursed of men and his crime be the associate of his memory," was the cry of the people of the United States upon the exposure of Benedict Arnold, one hundred and nineteen years ago. The story of his treason is known by every American and always will be known in the years to come. The dead past can not always bury its dead; the living past sometimes christens them.

Following close on the revulsion of feeling and universal contempt expressed for Arnold, came another emotion none the less sincere and genuine. It was gratitude to God that he had saved the country. Probably no event in American history has produced such universal excitement. The feeling was general that it was only by the intervention of

providence that the army was saved and the future of this liberty-loving country made secure. Men and women trembled when they learned of the great danger they had been in. They cursed Arnold and then prayed fervently and thankfully.

So great was the excitement and so intense was the feeling of gratitude to God that Congress appointed the seventh day of December, 1780 (eleven weeks after the capture of Andree), as a day of Thanksgiving for the whole people. The States followed the example of Congress, the Governors setting aside the same day as a holiday for the observance of the cause.

John Hancock was Governor of Massachusetts at this time, and his proclamation reflects the spirit of the time, calling particular attention to "the late remarkable interposition of His watchful providence in rescuing the person of our commander-in-chief and the army from imminent dangers, at the moment when treason was ripened for execution."

The message concludes with: "God save the people of the United States."

Americans have found much since this first proclamation for which to be grateful, but there is no parallel in history to such a gigantic treason as that of Arnold and no occasion for such heartfelt gratitude as was felt by the first Americans fighting for life and liberty.

### His Distinguishing Mark

One day a big city bank received the following message from one of its country correspondents: "Pay \$25 to John Smith, who will call today." The cashier's curiosity became suspicious when a cabman assisted into the bank a drunken "fare," who shouted that he was John Smith and wanted some money. Two clerks pushed, pulled and piloted the boisterous individual into a private room away from the sight and hearing of regular depositors. The cashier wired the country bank:

"Man claiming to be John Smith is here. Highly intoxicated. Shall we await identification?"

The answer read: "Identification complete. Pay the money."—*Success*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### November

November's sunless days are here,

Their chills quite forcibly remind us,

That summer's gone, and autumn's cheer,

We very soon must leave behind us.

The coming months no promise hold,

To compensate us for such losses;

But blinding snow and biting cold,

To add on to our present crosses.

Dread memories of the winters gone,

Loom up, as if from hope to cheat us;

Reminding how we prayed, each one

The last, when smiling spring would greet us.

For us who man the trains, such cloud

Has precious little silver lining;

But then, we're going with the crowd,

So Brothers, what's the use of whining?

T. P. W.

### Pensions

CHICAGO, ILL., Sept. 10, 1917.

EDITOR JOURNAL: The greatest benefit that goes with a pension is the assurance to the pensioner that it is reliable. If it is subject to uncertain conditions that may possibly and are very likely to develop in the regular current of events, that depreciates its value.

The railroads hold up their pension systems as models of benevolence and lose no opportunity to use it to bargain with, to impress the employee with a deep sense of the magnanimous spirit of the company toward him, thus obligating him to be tolerant of wages and working conditions throughout a lifetime of service that are often admittedly unfair. In the light of this fact the luster of benevolence fades from the railroad pension. Nor is

that all. Even after one has made the desired concessions, and has borne the burdens of the service until eligible for a pension, his right to get it depends on still further conditions. If there are labor troubles on the railroad and the pensioner happens to be a member of one of the unions involved, he is threatened with the loss of the pension unless he takes the place of a Brother, and thus violate his obligation to his associates of a lifetime.

At the least sign of trouble the railroads, or some of them at least, immediately threaten to drag the old and decrepit pensioners into the fray. They did so during the eight-hour movement, and again more recently, at the first sign of shortness of labor caused by the war, without making any efforts to re-employ railroad men who had been outlawed by the 45-year age limit, by the rule that reads, "We make our own engineers."

There are many engineers employed in other lines of work who are available for the work of running locomotives, but the bars will not be let down, evidently, until the last veterans will have been impressed into the service under threat, or implied understanding, that they will forfeit their right to a pension by refusal to obey orders.

The only reliable pension we know of for the engineer, one that is practically unconditional, is that of the B. of L. E., and it behooves every one of us to take advantage of the benefits it offers. It will insure peace of mind as to future financial protection, and that alone is worth all the cost, even if one does not live long enough to reap its benefits; but if so, we can rest assured that no state of affairs within the range of probabilities will interfere with the full enjoyment, to all its members, of the blessing it affords.

It is worth repeating, that the greatest benefit that goes with a pension is the assurance to the pensioner of its being absolutely reliable. The B. of L. E. pension may truthfully be said to possess that most desirable qualification.

Fraternally,

CHAS. HILTON.

### My Visit to the Grand Office

DES MOINES, IOWA, Sept. 29, 1917.

EDITOR JOURNAL: While on a visit in the East recently, I went out of my way a couple of hundred miles to go to Cleveland, O., to see the headquarters of the B. of L. E., and incidentally to meet some of the Grand Officers. To say that I was well repaid for my trip is not telling half the satisfaction I feel, and to say I was surprised is putting it mildly, for I really was amazed. Not wholly on account of the imposing grandeur of the building, though it shines like a jewel in its surroundings, in the busiest section of that busy city, but because of what I saw and heard after visiting the offices of the Brotherhood where I was enabled to see the very efficient systems by which the affairs of our Organization are conducted.

Leaving the Union Station on a car marked Public Square, I asked the conductor if he could direct me to the Engineers' Building, and he said, "Sure, this car goes right by it." When I left the car, as directed, and viewed the structure the conductor so kindly pointed out, I was impressed by the grandeur of it. I had already pictured it in my mind, making a comparison with some of the big buildings in my home town, but this fourteen story skyscraper of ours, my Brothers, at the very first glance dispelled all my preconceived ideas of it. I was impressed with the beauty as well as the massiveness of the structure, and the idea occurred to me then how fittingly it combined the beauty of the principles, as well as the stability of our Brotherhood, which has never before been so prosperous, or so promising as at the present time.

I took the elevator—enjoying a feeling that might be best expressed by saying it was kind of homelike—and after landing on the eleventh floor, where all the B. of L. E. offices are situated, entered a door on which was marked, "Brotherhood of Locomotive Engineers." This proved to be the office of Bro. Harry P. Daugherty, chief clerk to Grand Chief Stone, and after receiving a kindly greeting from Brother Daugherty that served to put my mind at rest as to my welcome, I was introduced to Bro. Harvey Fehr,

who conducts the shipping and mailing departments, and who piloted me through the several offices in which are conducted the various departments that go to compose the whole institution. We first visited the main office where I was given a warm greeting by Grand Chief Stone. Brother Stone's office is beautifully located, affording as it does a broad view of the business district and of Lake Erie also. Just inside the door is a frame containing the pen with which President Wilson signed the Eight-Hour Law, also a letter from the President addressed to the leaders of the four train service Brotherhoods, by which he invited them to come to Washington to confer with him before taking final action on the refusal of the railroad representatives to grant their demands in the recent eight-hour day movement.

In an adjoining room I saw a map of the United States, so arranged that at a glance the location of every A. G. C. E. and every Grand Organizer may be told, and in addition this map shows the location of all unadjusted grievances, and where and when all union meetings, arranged for, are to be held. In fact this map gives one a sort of birdseye view of the outside activities of the whole Brotherhood.

We also visited the "Board Room" where the Advisory Board meets to shape the policy of the B. of L. E. In this room are fine portraits of all the notable men of the Order, from the earliest days down to the present time, and there hangs, also, the first charter issued to the "Brotherhood of the Footboard;" and as I gazed upon that now faded document I felt a reverential regard for it, in the light of all that it stood for in the days when co-operation of the workmen was struggling for bare recognition.

Time and space forbid a detailed report of my whole visit, but found in the Pension and Insurance Departments that affairs are managed with most perfect system. In a moment I was shown a card having the number of my pension certificate; a record of every dollar I had paid in; when my rate would change, etc.

My record of membership in the Order was then shown me in another depart-



ment, where the record of every suspension, expulsion and reinstatement was kept, and it occurred to me then, in the face of all that I had seen and heard thus far, that we should make every effort to keep our record of continuous membership in the grand old organization free from blemish.

I next visited the Auditorium, which is situated on the ground floor, and its white marble entrance, its walls covered with brocaded silk and its great pipe organ, coupled with the realization that it was our own, added much to the pleasure of my visit.

I never knew until I made that trip how great the B. of L. E. really is, and I am sure it will repay any Brother in interest and instruction to visit this grand home of the B. of L. E. E. HARVEY.

### Reducing Expenses

SPOKANE, WASH., Sept. 12, 1917.

EDITOR JOURNAL: I have been reading the different statements by the Brothers in regard to reducing the number of delegates to the conventions. Now a few fleas are good for a dog, they make him realize that he is a dog; so a little criticism ought to be good for some of our members to show them that there are two sides to a question.

My remarks should not be taken as personal, for they are not intended as such. I take the stand that we should not cut the convention attendance, for the amount each member pays each year for such representation is very small as it meets but once every three years now, and I believe in all Divisions having a voice in the general business of our Order. There are so many other leaks in our fraternal contributions that could be stopped without interfering with the promotion of the welfare of our organization that I think if they were given more attention our expenses could be cut somewhat. I think if we stirred up the extravagant members somewhat and let the problem of number of delegates rest, we could save the Brotherhood some money and still have all Divisions represented by their own delegates. At the last meeting of our General Committee

of Adjustment the chairman's salary was raised from \$275.00 to \$325.00 per month and the delegates raised their own salary to \$10.00 per day. I do not think they would have been given that raise if the matter had been voted on by the members on the system, so that doesn't look very good to the extra man nor to the passenger man who has not received a raise in wages in ten years, being wholly overlooked in the last big move. The extra man whom we will always have with us often draws less than \$75.00 per month, and since living expenses have almost doubled, he has trouble making his small check cover them. Now what assurance have we that a smaller body of delegates at our convention would not prove expensive in high salaries? You may say the Grand Chief would look out for that, but then would it not be better for us to do so ourselves by more direct representation?

Let us get some legislation on this salary problem at our next convention, for if we want to keep harmony in the ranks we must not pay the men who represent us an amount that is altogether out of proportion to that the man is getting who must pay it. I think if such things were taken care of we could lessen the amount of our Brothers' assessments, and still give them a chance to be represented at the convention.

Fraternally yours,  
C. H. SMITH, Div. 791.

### Differences of Opinion

NEW ORLEANS, LA., Sept. 30, 1917.

EDITOR JOURNAL: It is pleasing to notice that many of the Brothers are waking up to the fact they have a right to and should give expressions of opinions through the JOURNAL. In doing this, not only is the JOURNAL made a better publication, but expressions of opinions, publicity of thoughts, advancement of ideas and suggestions as to needed legislation, and other matters looking to the welfare and upbuilding of the Brotherhood, are productive often of very beneficial results. Such matters are not confined to the minds of a few members alone; a very large per cent of the membership,

can, if they would, offer sane and beneficial suggestions. The great trouble seems to be that so many are content to "let George do it" instead of getting in the game themselves.

Those who have followed my writings will recall that I have often said "if you wish to start something, say something." This saying is applicable to each and every contributor, not only to the JOURNAL, but every publication. Taking advantage of my own saying, am going to take issue with some of the very recent correspondence of certain Brothers, not with the intent of criticism, but for the "good of the Order."

One of the worthy Brothers has stated that he was "young in years yet, had attended many conventions as delegate and wished to attend many others." There can be no objections to these utterances provided the men he represents are satisfied to return him as long as he lives, and having had the pleasure of attending conventions with him, I am frank to say he made a very good representative. But we are far apart in opinion as to representation at conventions, and even farther apart as to the payment of delegates. If it could be established that the better talent of this Brotherhood were confined to the representatives of Divisions of two hundred members or over, then, in the best interest of the organization, I would give a hearty "Amen" to the plan of sending representatives only from the large Divisions. But this is not true, and records will bear out the assertion that some of the brainiest men attending our conventions come from very small Divisions. If we are to permit only the delegates of the larger Divisions to attend simply because these Divisions can afford to meet the expense, and have the smaller ones represented by "proxy" and which often means nothing to the men thus represented except a report, and that often written; then one of two things naturally follows: The conventions will either lose many able members or the members of small Divisions will have to be very heavily assessed to be represented by their own delegate, that is, provided the pro rata assessment plan should, as this

Brother desires, be discontinued. It is with these last mentioned subjects I take issue. I have always opposed, and will never agree, that one set of members should pay, say \$5.00 to be represented at a convention, while another set pay one-half as much, or may be on account of a very large membership escape a special assessment. The fruits of the labor of conventions are not classified to any particular member or members, to any particular part of these United States or other places where the Brotherhood has membership. The actual workings of the delegates from large Divisions are not for the real benefit or good of those members alone, neither are the workings of delegates of small Divisions confined to the ranks of such membership, but such labors are to be accepted as a whole and for the best good for all concerned. This being true, I cannot understand how or why a member of this organization can reasonably contend that the pro rata assessment, as it now exists, is anything else but absolutely fair. So long as we hold conventions, whether the representation is ever reduced or not, your humble writer shall use his every effort to have the cost of conventions met by a pro rata assessment of the membership, for I am convinced this is absolutely fair and works no hardship on any one, and I earnestly appeal to every Brother to exercise his efforts to see that the present plan is maintained. Regardless of all this, other labor organizations have long since adopted this policy. We are not standing alone in other matters, why stand alone in this?

The other Brother with whom I shall take issue has submitted certain propositions as to who should be sent as representatives to our conventions, also as to compensation, if any be allowed.

This Brother suggests, in one instance, that we "send old retired engineers" to handle the business of our conventions, stating "they would be satisfied with a small compensation," or words to this effect. I believe, if the Brother would look up the laws, he will find that delegates must be either actively employed as engineers, or engaged exclusively by this Brotherhood. This being true, such

a suggestion could not be entertained. Even if this were legal I am frank to say I would not favor it, for I honestly believe the real good of the organization would be impaired. I do not say this with any discourtesy or lack of due respect to the older members. I am one of that number myself, having been in the railroad game since 1880. The delegates should be composed of men actually in the work, thoroughly familiar with the ever changing conditions. What we need is *the best man*, regardless of age or conditions.

In the event the "old retired Brothers" are not to be used, the suggestion is offered that "delegates give their service free gratis for the honor of this great and grand organization."

I am not in accord with this suggestion from any viewpoint. Does the President of these United States work "free gratis?" And what greater honor could be conferred upon any man? Is it fair to even think that our worthy Grand Chief should serve this organization "free gratis" simply because we have conferred the highest honor at our command upon him? Is it fair that any man or set of men should serve a body of men "free gratis" to the detriment of themselves and dependents "for the honor of being a delegate?" No, no, my Brother; pay your representatives, pay them well; yes, even more than they now receive. What does the average delegate clear out of his salary at conventions? Nothing, if he lives in keeping with requirements of conditions. They cannot eat at free lunch counters, cannot sleep at free lodging houses, other expenses are not "gratis;" far from it. After meeting actual expenses, then defraying incidentals that always arise, it is safe to say the average delegate practically serves "this great and grand organization almost free gratis" now, but let us not for one moment entertain the idea of not paying delegates, and well at that.

Everything has advanced in prices since our last convention, even wages have advanced, but possibly not in keeping with the cost of living. Being confronted with these conditions, let us not seek to reduce,

but rather maintain, if not increase the delegates' pay.

Fraternally yours,  
FRANK E. WOOD, F. G. A. E.

### Safety First

GOODLAND, KANS., Sept. 25, 1917.

EDITOR JOURNAL: The above slogan has probably achieved more fame than any other ever heralded by impulsive America, and it is far from my intention to criticize this noble cause which wise and benevolent men have nurtured for benefit of mankind, excepting to say it should be made to read "Safety First and Last." Such an inscription if followed in practice might have exerted a restraining influence with those inclined to extremes, and prevented this single idea being carried to a reactionary point as is sometimes the case. As proof of this we can cite tests which are made for the purpose of increasing efficiency in train employees, but frequently have the opposite effect, as men have sometimes forgotten important details which led to disaster because their minds were wholly engaged in watching for surprise tests, and we hope railroad managers will soon realize that such a condition often exists, and adopt other means of trying to improve the service. We might carry this simile farther and apply it to our own affairs by going to extremes in democracy, and elect General Chairmen by popular vote, for those who have studied the matter from an unbiased standpoint are aware that such a plan would open the pathway for scheming politicians and thus destroy efficiency to that office. The tactician who secures votes by readily assenting to our opinions will observe the same course when dealing with others, and we cannot maintain competent General Chairmen unless we continue the practice of allowing the General Boards to select a leader after observing deportment of their members while in contact with high railway officials. Some who anticipate our future needs may advocate a change in this arrangement, but the motive prompting such action will be generally understood. We have men in this capacity who have served long and well.

in fact some have served so long they are practically unfitted to resume their former occupations, and it would be in poor taste for the B. of L. E. to again criticize railroad managers for removing old employees, should we endorse such tactics by similar action, or make it possible for crafty politicians to displace them. In a letter to the JOURNAL some time ago I made the claim that the General Chairmen were usually elected on account of ability, but since doing so an ex-General Chairman has informed us that the place is frequently secured by political wire-pulling, and as my opinion was formed from observation only, I will yield the contention to one who has held the office and able to speak from experience.

We might well popularize the slogan, "Write for the JOURNAL!" as all will agree who enjoyed the splendid thoughts produced in some of the contributions to the last issue, and those Brothers who gave words of encouragement and justly due praise to our Grand Officers are the kind of men that make the Brotherhood worthy of the name. I refrained from writing for several years on account of drawing my sustenance from sources over which the Brotherhood had no control, and considered an effort to influence its policy as out of place under such conditions. We have admiration for one who openly opposes a Grand Officer, when in his opinion conditions warrant such action, but regret that any are allowed to wear the insignia of membership who permit personal antagonism to precede general welfare. We have been admonished to avoid class legislation, and believe the advice was given with a well defined purpose, but since the only class legislation possible in our institution is necessary to maintain the seniority rule which we labored so long to secure, this warning will hardly have the desired effect. We are familiar with abortive attempts on the part of railroads in promoting fuel economy, and may read a lesson from their mistakes which should teach us to start our improvements at the right end, and if the Brothers who clamor for a closed shop will profit from such observation and lend their aid in reducing Brotherhood expenses, they can

work along lines which will bring results and avoid any unpleasant complications. We should first reduce our expenses to the minimum, and then prorate the balance on a salary basis, which can be accomplished by creating three grades of assessments, the highest to apply to a man regularly assigned, the next to one on the extra list, and the lower for a Brother out of employment, and if a plan of this kind is adopted, those seeking membership would make aspirants for political honors look like sluggards in comparison. If those at a loss to understand why General Chairmen on a large railway system should not be elected by popular vote would contemplate the fact that the average Brother on such a system is acquainted with only a small per cent of his fellow employees, they may readily realize that our general welfare demands a continuance of the present plan.

Yours fraternally,

J. L. BOYLE, Div. 422

#### Read Editorials in October Journal

PITTSBURGH, PA., Oct. 11, 1917.

EDITOR JOURNAL: When I read the letter of Brother Frost in the October JOURNAL, I at once seized my pen to make answer. But upon second thought concluded to read the JOURNAL through before writing. And I will recommend such procedure to others, as much valuable time and space will thereby be saved. The able editorials in the JOURNAL have replied to Brother Frost, and also to some others much better than I could have done. Yet I can not restrain a desire to say a word or two. In regard to honorary members Div. 325 has adopted the policy of making honorary members only as a charity measure. And this is as it should be. Any one who reads the JOURNAL regularly knows that his insurance can not be duplicated for three times the amount he pays into the B. of L. E. The amount of the assessments on one policy, if banked for fifty years, would not amount to fifteen hundred dollars. And further, a policyholder is protected at all times. But the point I want to make is, that a Brotherhood composed of honorary members could not exist very long. Our

present protection could not be had without the *active* members of the B. of L. E. back of it. As I have said in a previous letter, if many talked-of changes were made in our insurance laws, provision must also be made to pay for them by increased assessments.

Reducing representation at conventions would result in great economy. It would also arouse Divisions to the necessity of instructing delegates. For at present too many delegates attend conventions uninstructed. It would not be fair to presume that a man from another locality would fully appreciate our needs and desires. In conclusion, I will venture the opinion that representation will be reduced, and that without injury to the efficiency of the B. of L. E.

Fraternally,  
JOHN C. MCCLELLAND,  
Sec.-Treas. Div. 325.

#### Reduction of Delegates

GRACEVILLE, FLA., Oct. 4, 1917.

EDITOR JOURNAL: I have read the various plans on the question of reducing the number of delegates to the convention, and I think that as many of our engineers are complaining of the high cost of living and other financial burdens, that a plan like the following would fit the situation very well:

Let each state have a convention at some central point, and every Division send two or three delegates, and they select a delegate from among them to represent the state at the convention at Cleveland, O., also make the General Chairman of each railroad a delegate, and you have from each state of the 48, enough with the General Chairman of each railroad to transact all the business for the B. of L. E., and at no great cost to the members, as the delegates from each state would be paid by the members, and prorated among the Divisions, and the members on each railroad pay their General Chairman. The plan would bring about the result that we look for at a convention, where instead of staying for weeks, the business could be transacted in days and save a large amount of money which could be used to good advantage.

I hope to hear from some of the members on this crude plan, as this is only for an argument to help devise some plan for the reduction of delegates.

C. P. CASSIDY, Div. 495.

#### Pension—Indemnity and Representation

SMITH FALLS, CAN., Oct. 8, 1917.

EDITOR JOURNAL: I will endeavor to point out a few faults in our pension and indemnity insurance, that I hope will be corrected at our next convention. Our pension should be, by all means, arranged to give financial aid to a deceased Brother's widow as long as she remains such. I know very well that such a plan would involve an increase of cost to the members, but the investment would be a good one.

As for the indemnity insurance, it should be made to cover some kinds of sickness common to men engaged in our occupation. When a man is laid up sick for a long time, with nothing coming in, it is often a difficult matter to keep up the pension and insurance. Some say it would be hard to manage a health insurance on such a large scale on account of false claims that would be made, but that fault could be guarded against by holding back the first two weeks' benefits until reliable proof of just claim could be secured by the Insurance Department.

In the matter of representation at our conventions, I desire to enter a protest against the sending of our general chairmen to represent us. We want to be represented by men in actual service as locomotive engineers, and by the best we can send; men who will have a direct personal interest in the doings of the convention, and who will be of some assistance to the Grand Officers in shaping the policy of the Brotherhood, that the greatest good may come to the greatest number.

Fraternally yours,  
W. H. WILSON, Div. 381.

#### Some Recommendations

AUSTIN, TEX., Oct. 2, 1917.

EDITOR JOURNAL: I have just finished reading my October JOURNAL, and I desire to compliment you on its appearance and its contents also.

It is my desire at this time to enter my protest against the enormous expense of our conventions. I would suggest the following plan to avoid all unnecessary expense and at the same time make the body just as efficient, or even more so, than the large unwieldy body we now have under our present plan.

I would suggest that there be a delegate for every 500 members arranged in that proportion in some way, so as to come as near as possible to giving our members a direct voice in matters of legislation through their representative. I do not favor the plan some have offered of being represented by the General Chairman of the system, as I think they usually have all they can do to keep up with the current demand for their service on the line.

There is one other thing I would touch upon that will prove of benefit to us if properly developed, and that is a publicity system of some kind. The railroads make much of their advantages in that respect, as they have experts who put the railroads' side of the question to the public in a most favorable light, something we are unable at times to do. I believe we should employ the best publicity agent possible to offset the activity of the railroads in that respect, for the money spent would be a good investment as the results would no doubt soon prove.

There is also a wide field of finance that the railroad men have not yet explored. By their co-operation they could accomplish much that would be of benefit to Brotherhood men and prevent many losses that they have heretofore sustained through bad investment.

Yours fraternally,  
GEO. S. BAILEY.

### Fort Wayne's Membership Campaign

FORT WAYNE, IND., Oct. 8, 1917.

EDITOR JOURNAL: I notice by the JOURNAL where the efforts of Brother Blainey in certain localities proved very beneficial to the Brotherhood, and I feel that members of Division 12 should gratefully acknowledge the good service rendered by him while in Fort Wayne.

At the suggestion of Brother Karns,

General Chairman of the Pennsylvania Lines West, we arranged with the Grand Office to send Brother Blainey to Fort Wayne, and our Chief Engineer, Brother O'Ryan, appointed Bro. J. W. Schuarefer to accompany him on his missionary tour. I am pleased to say they secured thirty-nine new members for Division 12, showing some of us what can be done by men like Brother Blainey, who can offer such convincing arguments showing the benefits to be derived by joining the Engineers' Brotherhood.

We regret that on account of the heavy business on the road we did not have the attendance we should have had to hear Brother Blainey's talks relative to our duties and the benefits afforded members of our noble Order in the way of protection for ourselves and our families. He advised all members to avail themselves of the benefits of the pension and showed by convincing figures it was one of the best investments we could make.

If Brother Blainey will some time pay Division 12 a visit, we surely will appreciate it for he surely did good work here and aroused so much interest that some of our members owning automobiles got the spirit and gave all their spare time to the cause, and helped him to make our membership campaign a success.

Yours fraternally,

ROBT. E. KELLY, S.-T. Div. 12.

### The Closed Shop

YOUNGSTOWN, O., Sept. 17, 1917.

EDITOR JOURNAL: In looking over the pages of the JOURNAL, I note with deep interest the different views on such matters as the "closed shop," "reduction of delegates," and other matters pertaining to our Order.

I do not agree with the "closed shop" policy as advocated by a number of our Brothers at this time, for the reason that there are too many non-members running locomotives, and with the expelled and discharged non-members we would never be able to force it upon the railroad companies, who would fight it worse than the eight-hour law. It would also be discord with the B. of L. F. & E., and the notorious "question of jurisdiction" would

again become an issue. I don't think the fight would be worth while. And again, an engineer who is running an engine two years or more, who has not the principle and pride about himself to voluntarily join our Order that has done so much, and is doing so much today for its members, is mighty poor timber, and we are as well off without him.

I would like to say a word about our Indemnity Insurance. In looking over the death and disability claims of the L. E. M. L. & A. I. A. I find 63 claims out of 94 in September JOURNAL where death resulted from other causes than accident. The Indemnity Insurance does not indemnify against anything but accident, and if the 63 claims advertised in the September JOURNAL, which paid for death from other causes, carried Indemnity Insurance also, their beneficiaries would receive nothing on the accident policy. It seems to me it would be better to revise the laws of the Indemnity Insurance to include all of the causes of fatalities that the L. E. M. L. & A. I. A. pays for, if necessary to reduce the principal sum and weekly benefits, and increase the premium a little to do so. If I do not understand it right, I wish some Brother would enlighten me on this subject.

Yours fraternally,  
JAS. H. McDERMOTT, Div. 143.

### The Needs of the Present

CHICAGO, ILL., Oct. 2, 1917.

EDITOR JOURNAL: Now as never before has it been so necessary to keep a sharp lookout ahead and a steady hand on the brake valve so as to avoid dangers that may develop that will be injurious to organized labor in the near future. The arguments presented today for better pay and shorter hours and better working conditions are no better than formerly, but they are receiving better recognition at the present time owing to the limited supply of labor, and if concessions are being made here and there, the action is not based on equity, but rather on necessity.

The situation at present is such that the worker holds the whip hand and can force wages and conditions to a point be-

yond reason, thus creating a situation that may under normal conditions bring about an undesired reaction. Labor must guard against some things that are being done under the pretense of necessity but concealing motives that are unfair to labor, motives prompted by a desire to break down the standards of wages. We see that shown in the employment of women at reduced wages to that demanded by men, and it will be the duty of labor to guard against such action and apply the preventative, and thus be relieved of the more difficult and expensive application of a remedy later.

There is, of course, a measure of sentiment attached to the question of the employment of women at occupations that tend to degrade womanhood, and it goes without saying that labor is opposed to that practice, and its protest will be found to be united and effective as well.

Fraternally yours,

W. L. F.

### Representation

LITTLE ROCK, ARK., Oct. 5, 1917.

EDITOR JOURNAL: The question of reducing representation in our conventions has been a live issue within the Order for a long time, but heretofore more attention has been given to the discussion of the best system capable of putting it into effect rather than finding out whether a majority was in favor of any system of reducing the number of delegates. The last convention took a vote on the proposition regardless of the way it would be put into effect. This was very logical because if a majority of the convention were against restriction of representation, there was no need of proceeding any further in discussing a plan, but the convention went on record by a yea and nay vote in favor of cutting down representation. Of course the result was only a simple majority, but that was sufficient to get at the sentiment of the convention, and paved the way for the action that was afterward taken in regard to grouping the Divisions and taking a referendum vote thereon. Some of the most expert correspondents of the JOURNAL have long advocated, and with a good deal of logic,

that the members of our supreme law-making body should be composed of the Chairmen of our General Boards of Adjustment, or in other words, that a General Chairman, by reason of his being such, should be a member of the G. I. D. and represent his system at the convention. With due respect to the worthy Brothers who are advocating this change, I most respectfully beg to differ with them. The basic objection to such a plan is that it would tend largely to create an oligarchy within the Order that might prove dangerous to it.

The General Chairmen already have a vast deal of power and prestige that would be dangerous to increase. The whole trend of modern thought, both in civil government and in labor organizations, is toward democracy, giving the rank and file more voice in their own affairs. Some one has fittingly remarked that "a remedy for the ills of democracy is more democracy."

Suppose that some one was to propose that instead of the people electing the members of the State Legislatures that the latter be composed of sheriffs, or prosecuting attorneys of the various counties. That would be somewhat analogous to the former proposition. Electing delegates by that second hand process would take the power of governing the organization from the members and put it in the hands of those who would not be directly responsible to the rank and file, and then again it would remove those checks and balances that are necessary in any organization.

I have been informed that two of the most powerful labor unions in the country, the printers' and machinists' unions, have adopted plans of government by which nearly all of their business is conducted by a referendum vote of the membership, even to electing their Grand Officers, not even holding a convention without a referendum vote of the members.

Another objection to the General Chairman as a delegate is that his services might be needed at home while he was legislating at the convention. I can see no objection, however, to a local chairman representing his Division as a dele-

gate providing he is elected by a majority of the members of his Division.

Fraternally yours,  
ROBERT HERIOT, Div. 182.

### Things to be Thankful For

When you answer the call,  
And you're sleepy and all  
Your joints and your head is aching,  
Yet you holler all right,  
Some cold winter night,  
As the caller his rounds is making;  
When it's 20 below,  
And the driving snow  
You are knowing you'll face pretty soon,  
It's glorious to find  
That "they've" altered their mind  
And changed the call, quickly, to noon.

When you've cudgeled your brain,  
To make time with a train  
That simply defies all your trying,  
Or the engine will seem  
To do all but make steam,  
Precious little, there is no denying:  
You're ahead of the "mail,"  
But sure you will fail  
To get into clear, or come near it,  
But you get in and find  
As you look out behind,  
"She's not on the figure" or near it.

When you're told to appear  
At "My Office," you fear  
You are in for a beautiful calling;  
You rake in your mind  
All the things you can find,  
And find more than enough for a bawling;  
The words you have spoken,  
The rules you have broken,  
And schemes, you with others have planned,  
You add them together,  
And figure out whether,  
They'll get you suspended or canned.

You know without trying,  
There's no use of lying,  
For others have tried it before;  
You give up all hope,  
For you know all the dope  
You must face, as you enter the door;  
But you get a glad hand,  
Still, you can't understand,  
In your mind there's an awful commotion,  
And while doubtful still,  
The old man says, Bill,  
I'm going to give you promotion.

T. P. W.

### The Chicago Agreement

SAN LUIS OBISPO, Sept. 31, 1917.

EDITOR JOURNAL: I have read with much interest current articles published in the JOURNAL, discussing the various problems before us.



Among them, the "closed shop" is strongly advocated by several able and efficient members who are sufficiently interested in the welfare of the Brotherhood to devote their time and talents in that direction.

In regard to the "Chicago Agreement," it is not within my power to estimate the benefit derived from the same through increased membership, because I do not know. However, I believe that if that was our aim we have been disappointed, but if we desired to bring about peace, harmony and good will, the true fraternal spirit, I feel that our effort will eventually be crowned by success.

Every fair-minded person must admit that an employee should be a member of the Order which represents the branch of the service in which he is employed.

But will some Brother kindly inform me where the Eight-hour Day would be had there been no Chicago Agreement?

Yours fraternally,  
NOT IN SERVICE.

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### Let Us Have More Light on Organization

ALEXANDRIA, VA., Oct. 6, 1917.

EDITOR JOURNAL: In the beginning God said, "Let there be light!" and there was light, and in humble memoration of that august command I now say let us have more light on organization. What does it mean and what are its principles?

Does it mean to unite us in one common body for the good of all, and is it intended to cement together more closely the hearts and minds of men, so as to bring about a closer and more brotherly feeling between us all? I believe that a little argument along these lines can do no harm to any of us and will be pleased to read what my Brothers have to say on this timely subject.

There are many kinds of Organizations, such as religious, labor, fraternal, etc. But I think that they all mean about the same thing and are intended to unite and bring together like brothers those whose interests should be the same.

We hear so much these days in labor circles about strengthening our organization, and we think of course it means that some one is trying to bring us more

closely together by brightening our minds and causing us to see ourselves as others see us, which would perhaps enable us to see and understand our brothers' condition as well as our own, and help to drive out of our hoggish brother that selfish desire to get everything in sight because he happens to be in a position to stretch the rule to fit his personal ease, or because the rule gives him the chance to shut his eyes to the fact that he is a regular man making good money, and lets him take the few extra trips the slop freight men might have; nor was it ever the intention to make a rule that would give the regular man that makes every day a chance or right, to take from the extra man who scarcely makes a living, the few single trips that he might catch, if the regular Brother did not want it all.

The Brotherhood of Locomotive Engineers has stood high in the list of labor organizations for years—in fact has stood at the head of the class and has been highly commended by the general public and our employers for its fair and honest dealings at all times. So let us jealously watch our organization and try to maintain that high standard of efficiency and mutual interest and hold the record for Truth, Charity and Brotherly Love; ever remembering to do unto others as you would that they should do unto you.

O. P. ANGELO,  
Div. 317, Alexandria, Va.

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### Time For a Wage Increase

UNITED STATES, Oct. 1, 1917.

EDITOR JOURNAL: A recent news item stated that the Bethlehem Steel Company would grant their 60,000 employees another ten per cent increase in pay beginning Oct. 1st, this making six ten per cent increases this company has granted within two years. By way of making a comparison with the wages of railroad men, let us assume that two years ago one of the Steel Company employees received 40 cents per hour—practically the same rate at that time for running a switch engine. Today the steel worker is receiving 71 cents per hour against the switch engineer's 51 cents, a little dif-

ference of about 40 per cent, and it should be also considered that our increase was for part of the engineers only. *About one third of us have not received a single penny increase in over four years.* But the Bethlehem Steel Company is not the only corporation that has granted wage advances. U. S. Steel and hundreds of other concerns have done likewise. In fact all large employers in America have done something for their employees to help meet the high cost of living except the American Railroads.

"Watchful waiting" is getting us nothing and it is time there was something doing in regard to this wage question. We cannot buy groceries or clothing a cent cheaper than the other fellow, and we are certainly giving as much, if not more, in the way of earning power through intelligent service as the other fellow. Money, and nothing else, talks now.

Because we receive as high a pay check for working sixteen hours a day as the other man does working ten hours a day is not a reason why we should be satisfied; quite the reverse. *We are entitled to an advance in pay proportionate to the increase in the cost of living, which is at the present time approximately 60 per cent higher than it was five years ago.* The railway train and switching service employees are entitled to at least a 40 per cent flat increase, and steps should immediately be taken to secure it. We may have to fight for it, but if so, let us fight. The writer doesn't believe in waiting "until the war is over" before making a move, or dilly-dallying two or three years to reach an agreement.

If an agreement between the coal operators and 6,000,000 miners was reached in thirty days, it should not take us very long to reach an agreement with the General Managers' Association with as a plain case as we have at the present time.

I believe that if this matter were taken up by the local Divisions of the various organizations interested, substantial results could be obtained in record time. Get busy; Brothers.

Fraternally yours,

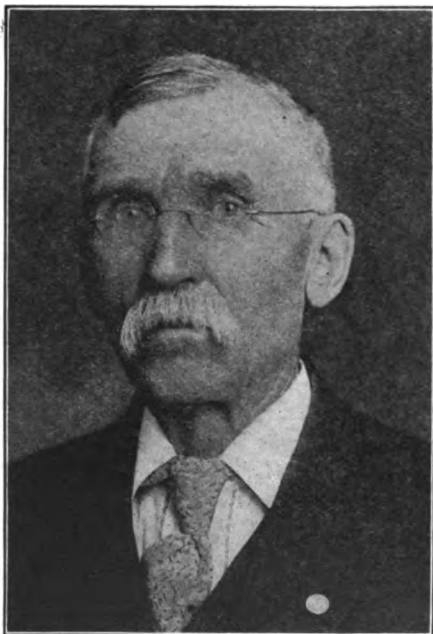
FAIR PLAY.

### Bro. K. E. Holden, Div. 82

SIoux CITY IOWA, Sept. 19, 1917.

EDITOR JOURNAL: I am enclosing you for the Engineers' JOURNAL a photo of Bro. K. E. Holden, member of Div. 82, who was retired on pension by the C., St. P. M. & O. Railway Co., May 1, 1917, after 45 years and 8 months of continuous service.

Brother Holden was born in the County of Valden, Norway, in 1849, came to the United States in 1869 and commenced work for the St. Paul & Sioux City Ry.,



Bro. K. E. Holden, Div. 82

in April, 1871; commenced firing in October, 1875, and was promoted to engineer May 25, 1880. Since then has run on engine continuously for the Omaha Ry., never having had a serious accident.

On account of his health he was pensioned by the company. He says if he does not try to do much he feels pretty well, but his hard working days are over.

Brother Holden has ever been a very faithful, hard working engineer. He was always proud of his engine, and was always able to find something to do on her whenever the opportunity presented itself.

It is the wish of all of Brother Holden's

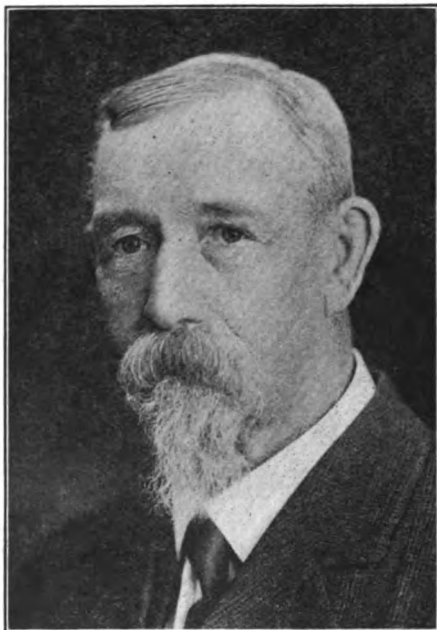
friends on the road, and I might say, truly, they are his friends, that he will still live many years to enjoy his well earned rest and pension. Yours frat.,  
SEC.-TREAS., Div. 82.

### Bro. Joseph Cadden, Retired

ELLIS, KAN., Sept. 18, 1917.

EDITOR JOURNAL: Bro. Joseph Cadden was recently notified that he had been placed on the Pension List of the Union Pacific Railroad Company.

"Joe," as he is familiarly called here-



Bro. Joseph P. Cadden, Div. 141

abouts has not been working regularly for several months. Some good people up in the northwest, where "Joe" came to a long time ago, are under the impression that when the first locomotive was built he stood first out, and knowing that, "Joe" has all stuck-up for his rights as well as for the rights of others, he must have been the first engineer.

However, "Joe" says that's a mistake. He says further that he was born at Binghamton, N. Y., March 10, 1851, and did his first railroading as a brakeman on the Lehigh Valley Railroad on September 6, 1871, going firing about two months later, and was promoted to engineer in

1875. He commenced running on the Union Pacific, on the main line between Kansas City and Wamego, in 1880, being transferred to the Solomon Branch in 1881. In his 37 years of service with that company Brother Cadden never missed a pay day, nor was he ever suspended or censured in that time and no passenger was ever killed on a train he hauled.

Brother Cadden was Chief of the Fire Department here for 16 years. He organized the Kansas State Volunteer Firemen's Association, and was twice elected as its President. He has also served as President of the Board of Education, besides holding several other positions of honor and trust. For years he has organized and conducted all the principal parades here, and there is no man more at home in a crowd than "Joe."

There are many people hereabouts who wish Brother Cadden all possible health and comfort in his retirement, for his friends are legion. Fraternally yours,

THOS. CHAPMAN, S.-T. Div. 141.

### Bro. Philip Michaud, Div. 176, and Wife

BARABOO, WIS., Sept. 21, 1917.

EDITOR JOURNAL: Bro. Philip Michaud was born in Kamowska, Province of Quebec, Canada, April 11, 1847, and when about three years old came with his parents to a French settlement in Iroquois County, Illinois. He began his railroad career at Aurora, Ill., as a switchman for the C., B. & Q. Railroad Co. in 1863, but soon afterward was given a job as fireman for the same company out of Aurora.

In January, 1865, he enlisted in Company B, 156th Regiment, Illinois Volunteer Infantry, serving his country faithfully until the close of the war, and was mustered out in Sept., 1865. By that time Company K, 89th Regiment, known as the R. R. Regiment of Aurora, had already returned and taken all of the available jobs, so Brother Michaud was compelled to look elsewhere for a railroad job, and finally secured work as a brakeman and switchman at Clinton, Iowa, where he remained until October, 1867. He then returned to Aurora where his good old friend, Mr. C. F. Jerett, master mechanic, put him back to work as fire-

man with an engineer who was familiarly known as "Uncle" Henry Reynolds on engine 59, between Aurora and Chicago.

On June 12, 1871, Brother Michaud was promoted to engineer and sent to Chicago to run a switch engine, and was running there at the time of the disastrous fire of Oct. 9, 1871, a sight he will never forget. The next spring he was sent to Aurora, Ill., and put in road service where he remained until the fall of 1873, when he came to Baraboo, Wis., and accepted a

taken an active part in the Order, having held the office of Chief and First Engineer, and is at the present time Secretary of Insurance and Pension.

There are many who have a warm spot in their hearts for this Brother on account of his thoughtfulness and assistance to others in times of sorrow and need.

On Nov. 20, 1866, Brother Michaud was joined in wedlock to a life partner, who is a charter member of Sunbeam Div. 39, Auxiliary to the B. of L. E.



Bro. Philip Michaud, Div. 176, and Wife

position as engineer for the C. & N. W. R. R. Co., and worked continuously here until he reached the age limit of seventy years and was pensioned by the C. & N. W. R. R. Co.

At the time of his retirement Brother Michaud was the second oldest engineer, in point of service, on the Madison division. He was in passenger service for the past thirty-five years. He joined Div. 23, B. of L. E., at Aurora, Ill., in 1873, and was transferred to Baraboo, Div. 176, January 7, 1877, and has always

On Nov. 20, 1916, this esteemed couple were assisted in celebrating their golden wedding by a wide circle of friends and relatives, who extended to them their best wishes for many more years in which to enjoy the fruits of a well spent life.

HENRY H. TINKHAM, Div. 176.

W. J. Stanfield, Div. 473, and Wife

CLARKSVILLE, TENN., Oct. 1, 1917.

EDITOR JOURNAL: On Dec. 25, 1846, I was born on a farm in McMinn County,

East Tennessee. I lived there until I was sixteen years old, when I decided I would go to work on the E. T. V. & G. R. R. I was a "wood passer" on an old hook motion Dickie Norris engine.

The Civil War was going on, and after I had been on this road for about a year, I concluded the soldiers had just as good a job as I had, so I joined the U. S. Army and stayed with them until I was mustered out in 1865.

Then I came back to the E. T. V. & G. and fired until 1868, when I was promoted



Bro. W. J. Stanfield, Div. 473, and Wife

to running an engine, and ran an engine eighteen months. The Alabama Southern was building a new road, so I left the E. T. V. & G. and went to this road on account of getting better wages. The road was completed in 1870 and the first through train was run from Chattanooga, Tenn., to Meridian, Miss. I had the pleasure of pulling it from Tuscaloosa, Ala., to Meridian.

I also ran the first engine through the country where Birmingham is now. I was hauling iron and ties to the track layers.

In this same year, 1870, the first Division of the B. of L. E. lodge was orga-

nized in Chattanooga, and I was one of the charter members.

In 1871 I came to Nashville, Tenn., to work on the N. C., as I had so much better health here. I brought my "withdrawal" card from the B. of L. E. and joined Div. 33 at Nashville, and stayed in it until it went down. Then Div. 129 was organized and I joined that about 1887, and after Div. 473 was organized on the Henderson, I withdrew from Div. 129 and joined it.

In 1872 I quit the N. C. and came to the Henderson Division on the L. N., as H. M. Smith, master mechanic, was a particular friend of mine, and I have been here ever since. I have pulled every run on this road. My last six years in service was spent in pulling the Hopkinsville accommodation, which I regret very much to say that I had to give it up on account of my health breaking down.

During my 49 years of railroad service I was always careful and did my work the very best I knew how. I never had anyone hurt on my train (not even in the old link and pin couple days), neither have I had to go to a court house for a lawsuit. I was always faithful to the company and looked out for their interest, for which I think they have shown their appreciation by retiring me on a pension.

Forty-five years ago this month I was married to Miss Ellen Seaton. We have raised a large family, four girls and five boys. Three of the boys are members of the B. of L. E. My wife gets younger and better looking every day she lives. This year she has been very patriotic. She has canned 300 jars of fruit, made 50 gallons of preserves and 26 gallons of kraut. I am most thankful to the company for making it possible for me to stay at home with her and enjoy the good things she has put up. Fraternally,

W. J. STANFIELD, Div. 473.

#### Bro. Thomas Cavanaugh Receives Honorary Badge

ST. PAUL, MINN., Aug. 14, 1917.

EDITOR JOURNAL: Having recently received an Honorary Membership Badge from the Grand Lodge, B. of L. E., and having retired from active service, and

pensioned by the Great Northern Railway, I will give a brief sketch of my career, hoping it will refresh the memory of some who are still in the land of the living, and with whom I worked nearly fifty years ago.

I started wiping an engine at Sauk Rapids, Minn., which was the Western terminal of the old St. Paul and Pacific, in April, 1868; was promoted to fireman in March, 1870; fired three years (green water elmwood at that, once in a while you might get a tank of dry basswood). Was promoted to engineer in April, 1873, and ran an engine continually until 1909, when on account of failing health I was appointed to a position in the Dale Street Shops, St. Paul, and worked there until March, of the present year.

When looking back through the mist of years I can recall the genial smiling faces of some of the old Boys who have long since passed to their reward. There was Webster Gardner, who ran the first engine on the St. Paul and Pacific (No. 1), John Charles, George Hammer, Billy Ferguson, Charley Yeagher, George Chrysler, Pat Dorsey, Al. Smith and H. E. Emerson (father of our present General Manager), John F. Maher (Honest John), Mike Cleary, Jimmy Curran and George W. Tyler. About all that are left of the old school are Bill Alexander and George N. Bailey, both in business on the Pacific Coast, Billy Noyes, in business in St. Paul, and myself.

These were the days before the advent of lubricators, or injectors, automatic couplers or electric headlights, and an engineer had to do his own packing of pistons and valve stems and pumps, take care of his headlight and cab fixtures and he received one day's pay for running over one division, no matter if it took him eight hours, or twenty-four to do it.

I joined the B. of L. E., Div. 150, in May, 1875, also the B. of L. E. insurance, and shall keep both until I register in for the last time.

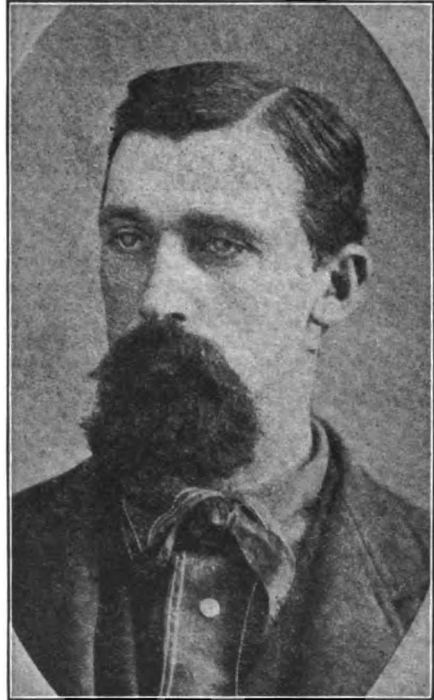
The official family of the old St. Paul & Pacific, when I started working for them, was George L. Becker, president, F. E. Delano, superintendent, J. B. Rice, assistant superintendent, J. C. Munro, master mechanic, and H. V. Dugan, train dispatcher. This was the beginning of what is today one of the greatest railroad systems in the country and the envy and admiration of operating officials

everywhere. After the late James J. Hill took charge of the road in 1879, it started to grow and has been growing continually ever since.

Wishing good luck to the operating officials of the Great Northern Railway, one and all, also to the officers of the Grand Lodge of the B. of L. E., and officers and members of Div. 150 for favors extended during a period of nearly fifty years, I remain,

Sincerely and fraternally yours,

THOMAS CAVANAUGH, Div. 150.



Bro. Thos. Cavanaugh, Div. 150

### Railroad Men's Home

HIGHLAND PARK, ILL., Oct. 1, 1917.

EDITOR JOURNAL: The following contributions were received at the Home during the month ended Sept. 30, 1917:

#### SUMMARY

Grand Division, O. R. C.	\$77 32
Grand Lodge B. of L. F. & E.	40 00
Grand Division, B. of L. E.	51 40
B. of R. T. Lodges	47 00
Sale of junk	40 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
	<hr/>
	\$258 72

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Nut Time

When the birds begin to leave us  
For a warmer summer clime;  
When the trees are clad in glory,  
With the hues of autumn time;  
Then the boys and girls are happy,  
And Jack Frost they hail with cheer—  
For his magic fingers scatter  
Ripened treasures once a year.

Once a year, and that the gladdest,  
Every country child will say,  
Tho' they prize the floral beauties  
That they gather in sweet May.  
Oh, the laughs and shouts that echo  
Through the woods so lately still.  
One may know the nutting season  
Has begun with right good will.

Scampering rabbits, noisy bluejays.  
Busy squirrels, all make way.  
They must keep the early hours  
For their chatter and their play.  
Nutting time, like youth, is fleeting;  
Childhood is the time for glee.  
Older grown, and nutting season,  
Boys will lose its zest for thee.

M. C. D.

### November

November was styled by the ancient Saxons the wind month. A more descriptive name would be the gloomy month, since less enjoyment is derivable in it from external objects than in any other month of the year. November may be regarded as the pioneer of winter, who comes with sharp winds and keen frosts to cut down every bit of green to make room for the coming snowflakes.

A November landscape is always dreary, with bare fields, ragged trees, and the dull, leaden sky over all. What sunshine there is, gives forth a pale glow, and the days are so rapidly shortening that the end of the month practically ends out-of-door sports. This is the dark side. There is a bright side to November as well as everything else.

This is the month when we have that brief but beautiful period known as Indian summer, when the weather seems to halt for a while before plunging into the severity of winter.

Unfortunately, only a limited portion of our country is blessed with this season, and it prevails in greatest beauty along our northern boundary, west from Lake Erie to the mountains of Montana.

The leading characteristics are a golden haze spreading over the landscape and the prevalence of a warm and gentle breeze.

Now is the time when the indoor games and evening enjoyments resume the sway which summer has interrupted. The very dreariness outside—the whistling winds, the sullen rain or spitting snow enhances the enjoyment of the bright fires and radiant lights within. So it is possible to extract some pleasure from the gloomy month, after all; and, since much of our enjoyment lies within ourselves, it may be possible to make November as merry as if Nature had assisted us with her sunniest smiles.

### Thanksgiving Day

There could only be one time for Christmas, and so also it may be said that the people who set apart a day in November for Thanksgiving builded better than they

knew. "When the frost is on the pumpkin," when footsteps ring on the hard country road, when lights are lit early and the log blazes on the hearth, then come the times for reunion.

Thanksgiving is essentially a day of reunion, of the gathering of our own kith and kin.

When the spirit of Christmas fills us we call together all our friends, and keep open house so to speak. But Thanksgiving is for the family alone, from grandsire down to the babe, a day peculiarly fitted for home coming, when parents look eagerly forward to the time when they shall greet children and their children. The days spent in preparation for the Thanksgiving feast are days of love and service. Our Thanksgiving comes from the Puritans and it will be noticed that, like all its predecessors, the observance bore special reference to the harvest and, if the harvest failed, there was no Thanksgiving. We have outgrown that narrow view of the day, and it is safe to say that Thanksgiving Day will never be omitted again, no matter what calamity falls on the country.

Even in this time of world-wide war, we surely can find much to be thankful for.

Life is mostly struggle and strife, and sorrow and disappointment come to all, but there is no life so dark that it is without one ray of sunshine.

We should look on the bright side as often as possible. Thanksgiving Day is the period when we should put out of sight everything that is not bright and joyful. True philosophy means to make the best of everything. Give thanks for what you have and forget what you have not.

For one day look only on the bright side of life and give thanks with all your heart and soul, and you will have your reward in a feeling of happiness that will remain with you for many a day.

M. E. C.

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#### A Mother's Love

No matter how time may change, and we by force of circumstances are compelled to change with them, there is one

sentiment that stands firm and true through all the ages, a bright point of light amid the shifting blackness of earth's sweet trials—a mother's love.

It matters not that babyhood has long since been left behind, it means no diminution in the protecting tenderness in that mother's heart that we have passed the age where physical health is needed to guide our tottering infant feet, dry our childish tears and sympathize with our little sorrows, we do not change to her.

Life's greater and fuller troubles, that roll like overwhelming billows upon the struggling man or woman, are still to the dear, faithful heart the worries of her baby boy or girl.

The mother never realizes that the years have changed her little one into a strong, helpful adult.

She knows they need her, and she it is of all the world that can comfort as no other comforter, and counsel as no other adviser.

She reads the heart, the world judges the action. She feels where others may condemn. She, in a word, is "mother," and what more can be said?

The day will come when those tired hands are folded never more to toil for the child of her heart, when those loving eyes are closed, never more to open in glad surprise at the coming of one most dear and the world will go on, but never quite the same to the one who has laid away in the grave that dear one who understood the trials, who smoothed the aching brow, who looked not upon the little mistake with the cold, cruel searchlight of worldly wisdom, and condemned, unknowing and unthinking, those actions that she could interpret in a far different manner. And are there not times when even in the midst of the hurry and heat of the day that we sigh for those other times, perhaps before the world smiled favorably upon us, when little economies and grinding toils seemed so hard to bear, but which now appear the airy trifles of imagination? for then, indeed, we were blessed, though we realized it not—we had our mother.

The tender, blinding love of mother and child is the one that lives. Selfish and



sordid considerations have no place in such an affection, and, though lovers prove fickle, husbands and wives change and friends are false, one can always look to mother for an abiding love, whether in her living, breathing care and affection or in the sacred memory of her devotion in those days before she passed away forever.

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### Lonesomeness

Have you ever known what it is to be lonesome,  
Have you ever sat 'round a campfire at night,  
Hemmed in by the big lofty mountains,  
With the moon shining down soft and white?

Have you ever peered out into the darkness,  
With the leaves whispering high overhead,  
When off in the distance a wolf howls  
And you've only the ground for a bed?

Have you felt the deep silence of night,  
When off on the trail all alone,  
With the stars twinkling high up above you  
And you've wanted, you've wanted a home?

Or perhaps you've been lonesome in cities,  
'Midst the clamorous din and the noise,  
You've needed a friend and not found him,  
You've wanted and missed all the joys.

You've sat in a dark gloomy room,  
And looked out over the lights of the town.  
You've felt that life's not worth living  
And the loneliness curse holds you down.

In the fall you've seen the leaves wither;  
You've felt the cold drops of rain.  
The leaden sky was in tone with your feeling,  
And you felt that you'd lost at the game.

If you've felt this and know what it is  
Then you know what to have a friend means,  
And friendship's a thing that you'll worship  
And something you'll dream of in dreams.

*Herman Christian Achauer.*

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### Married Man's Three Stages

The following extract from a letter written by a woman of today to her dearest friend, a matron of less than a year, is, of course, wordly, sordid and generally reprehensible, but it is reproduced for the sake of the little glints of common sense which sparkle through its apparent heartlessness:

"My poor dear! I am sorry for you. But please don't imagine you are an exception. It happens to us all, this disillusionment; men live in a world that is not ours. The woman who does not marry for love saves herself troubles; but as we are born to make ourselves miser-

able, she, too, spends hours bemoaning her fate. But she would bemoan it occasionally even if she had married sentimentally. Which do you think is the worst? And then, there are so many things to enjoy in life that I always have marveled how one could make one's self miserable about one solitary person!

"You will forgive me if I scold you, but you have made your husband too happy. I had hopes that you would make him judiciously jealous, but you made the fatal mistake of cloying him with sweetness. One gets weary of an eternal blue sky. He wants the tonic of a quarrel. Make a scene; do something; but do not sit and cry until you are a little fright and he almost grows to hate you for making him feel that he is a brute.

"If you value your happiness get away from your present surroundings. You surely do not expect your poor, unfortunate husband to be anything but disagreeable in that awful country place with nothing to look at but mushrooms and you. Change the frame, my dear child, and you will improve the picture. If the place were mine, I should sell it. I sympathize with him, he is bored to death, as I should be, as you ought to be. Fly before you bring about a catastrophe.

"A married man, in his early matrimonial stages, has three different periods. At first he is in love and sees everything rose color; then he gets bored and cross, that is the critical period; finally, he either becomes a brute or he sinks into the lethargy of utter indifference. You have reached the second act; if you are clever you can make your husband your best friend for life; and remember that nothing on earth can sever the bond that unites a man to a woman whose unselfish tact has steered him safely over the most difficult part of his life."—*Kansas City Journal.*

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### The Meaning One Movie Brought Me

Much has been written in regard to the effect of the movies on the people. Since this form of amusement has grown so popular, it is very difficult to reach a conclusion that would narrow down to a

final point just what style of play pleases the general public.

There will always be a difference of opinion in this respect, for it is natural that a picture that would please and interest a young person would be very tiresome and commonplace to one older. In this, as in all forms of amusement, it is better to take the advice of one's older and more experienced, and I think it's a matter of serious consideration, and young people should not be allowed too much freedom in attending picture shows because there are impressions left, whether good or bad, depends on the picture.

On the other hand there is a lesson to be learned from some, perhaps not many people think of this side of it, looking only to the amusing features, yet it is true that many times life in its most serious aspect is featured in such a manner that the most careless observer cannot fail to recognize the seriousness behind the fun. For instance, "Polly of the Circus," we are all familiar with the story. Polly, a child in years and actions, brought up in a tent without the care of a mother, and early in life taught to do bareback riding that will enable her to be self-supporting, with no one to look to except a clown, whose only occupation in life is to make fun for others, and incidentally rear Polly the way he thinks best.

There are many Pollies in the world, perhaps not many just like this one, left by a mother whose whole life was lived in the sawdust, but many who are bereft of mothers, and whose early training is left to strangers, and their lives molded for good or evil, according to the surroundings.

This Polly of the story was lucky because her life drifted to the preacher who was everything that was good, and Toby, the clown, who acted as her father, had no ambition in life other than to make her happy, and when the time comes after Polly's accident, when he must leave her for a while, in order for the show to go on, there is a wonderful pathos in the expression of his face when he leaves her to join his force with the circus that must move on, even though Polly

had to be left behind. To him Polly was the world, but to the ringmaster Polly was a large part while up and useful, but just a clog when down with the broken leg that unfitted her for work. There are many ringmasters in the world, all interested in your form of entertainment or work, but as soon as you drop out there are others ready for his ring, and willing to answer to the crack of his whip. And the clowns, there are many, and some like Toby waiting for their chance to rest, and just when the time is ripe, as Toby's was, when Polly had enough money to let him rest, he died with no particular ailment, as Jim said, just left us, left the world, and the show still going on. That's the grief of it, the show must still go on, we can all drop out one by one, but there will be others to take our places, for the show must go on and on until the master rings the final curtain down, for it was he who said, "Earth is not thy goal."

A. C. F.

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### No Exemption Here

BY WINIFRED BLACK

Two young fellows died in a little town in the Middle West the other day. They ought to have known each other, but they didn't.

One of them was the son of the banker. He lived in the big white house with the cupola on it and the iron dogs on the lawn—that is, he ought to have lived there. Where he really did live was in the city at his University Club and out at the golf links at the Country Club.

The other young fellow was a widow's son and he had a job as railroad switchman. He didn't get much money, but he had lots of fun watching the trains go by and planning what he would do with his salary when he got to be station agent.

He had a little book he carried in his pocket, "From Brakes to President's Chair." He almost knew it by heart, but he read it over and over and he was studying every book on railroading he could lay his hands on.

He was nothing but a boy, but he had a man's courage and a man's strength and by just a month or two he was a man in years as well.

When he registered for the draft his mother cried and tried to think of some way of getting him exempted.

He didn't want to be exempted, for he wanted to fight and go to France and Germany and find out whether you could get to be railroad president there any quicker than you could here. If you could, he'd stay there and get to work as soon as the war was over.

The banker's wife cried, too, when her son registered for the draft. She couldn't even bear to think that he might possibly be called to active service.

But there was nothing to be done about it and so the two mothers, like the other mother and the other father and the other sweetheart and the other brothers and sisters in the little town waited and hoped and prayed.

When the numbers were drawn, neither of these two young fellows was drafted.

But now they are both dead and buried. One died of typhoid and one was killed in an automobile accident.

The mother of the young switchman took the washing home to the banker's wife and the two women sat down under the tree in the side garden and cried together.

They both wished now that their sons were in uniform, marching away to France and to probable death in the trenches, but possible life after all.

When are we ever going to realize that we haven't much to do with this business of what happens to us, after all, we mortals?

We plan and work and worry and in the night comes a messenger knocking at the door, and none of our enemies will ever fear a frown from us again.

What's the use of all the fret and fever and turmoil? Effort, achievement, honest pride in honest success—these things are worth while. We savor the flavor of them as we pass along the road, but all the little mean strivings and ambitions—what do they amount to when the great draft comes?

Today? Tomorrow? How do we know when?

Why should we care, so long as the present hour is bright and right?

## Woman's Labor

One of Robert Southey's poems begins:

"It was a summer evening.  
Old Kaspar's work was done."

We'll wager that Mrs. Kaspar's work wasn't done, for it is only within recent years that the old adage, "Man works from sun to sun, but woman's work is never done," has undergone revision.

Thanks to the trend of the times, woman's work, whether in office, factory or beside the hearthfires, as the poet folks love to phrase it, has taken on a new significance. Proper terminal facilities are now provided by law for her day in industry, at least, and if the home woman is overworked she has, in many cases, only herself to blame.

Revolutions are in perfectly good form nowadays. Inventions which help to lighten labor are readily obtainable. The discovery and development of electricity has been one of the chief factors in the emancipation of the kitchen-jailed woman.

The shackles of "Mother did it this way," regardless of whether Mother's way fits modern conditions, still bind the few who cling to tradition's teachings. But for the most part, woman is coming to look upon her job, in or out of the home, in a new light. She realizes that a certain amount of drudgery attaches itself to every worth while task, but a cheerful attitude eases a great deal of its burden.

Never perhaps in the history of the war has the woman been accorded so much recognition for the part she has played and is playing in the world's great arena as upon this Labor Day. War used to be a game for kings and their men. Now much of its difficult work falls to women, who are responding with more willingness than skill at times, perhaps, but on the whole an eager desire to be helpful.

The word service has always been an important one in the woman's vocabulary. With the amplification of its meaning, and the ideal of the new democracy, woman is coming out of the shadows to claim her own.—BY LORA KELLY, *Cleveland Plain Dealer*.

### A Tree That Grew on a Rock

Overhanging one of the pleasant streams of this region is a great tree that seems to be growing on a rock. The truth is, of course, its roots have found their way into the earth at the edges of the rock, and run far down into the earth where there is food and drink. But in casually looking at the tree one says it is growing upon a rock.

In passing the tree the other day a gentleman stopped and looked at it—and marveled. Then he grew meditative. He said that when man planted a tree, he nursed it along and did everything he could for it, and it died; at least it was an awful lot of trouble for man to raise a tree even under the most favorable circumstances. While here Nature had raised a tree under the most unfavorable circumstances.

But his companion was also a philosopher, and stated that there was nothing strange about it. Man plants a tree, and it dies and he gives up. Nature plants a million, and if all of them die, she plants another million. She does not surrender. The tree growing there upon the rock is probably the millionth attempt of Nature to grow a tree in that identical place. The others perished; innumerable seeds have been scattered in the region and this one only got a foothold and held on. If man would only stick to it like Nature, the gentleman said, if he would not grow faint-hearted and quit, he too, could accomplish much.

And the two of them—the fellow who spoke first and the fellow who told of Nature's persistence, drove on, and spoke not for several minutes—for when one is reflecting upon the ways of Nature conversation is profane.—*Columbus Dispatch.*

### The Night Air

The night air never harmed anyone. It is purer than the air by day, and more wholesome. It is folly to speak of it "giving anyone a cold." It isn't the night that harms; it is getting chilled by going out after the sun goes down without proper clothing on that causes the trouble.

The evenings are so much cooler than the day; one needs heavier clothing when he is out at night. Milady's gauzy apparel may be all right in the rays of the sun, but she will need something more around her than a moonbeam if she stays out in the night air. Not because the night air isn't healthful, but because of the lower temperature.

And this is especially true where one is motoring. One needs about as warm wraps at this season of the year, when riding at night, as he does in winter. Where one is likely to be out after the sun goes down, he should have heavy clothing or wraps of some kind, no matter how warm it may be in the middle of the day.

But the thing is, the night air is all right. It is cooled by the shades of evening, and sweetened by the dew. The dust particles settle to the earth early leaving the night air clean and pure and free from all contamination. Get out into it often, and stay as long as you please, and when you retire see to it that it flows through the windows all night. It isn't going to hurt anything or anybody.—*Contributed.*

### Turn About

Smith got married and the evening of his payday he gave his bride \$14 of his \$15 salary and kept only a dollar for himself.

But the second payday Smith gave his wife \$1 and kept \$14 for himself.

"Why, John," she said passionately, "how on earth do you think I can manage for a whole week on a paltry dollar?"

"Darned if I know," he answered in calm tones. "I had a rotten time myself last week. It's your turn now."

### No Dude

"I s'pose I'm a reg'lar old fogey," said Uncle Ezra, "but I'm blamed if I can see any sense in that there bathrobe my new nephew sent me from the city. I tried to take a bath in the darned thing last Saturday night, and if it wasn't for the style of it I could have done a dog-gone sight better without it."

### A Thankful Spirit

There is nothing that conduces to happiness like "making the best of it." Persons of a humorous turn of mind get through life easily, because they see the funny side of every mishap and turn into a joke what would otherwise be a vexation. Of such was a certain minister who was invited to dine with a member of his flock, who, though well enough off in this world's goods, lived sparingly in his greed for dollars and cents.

When dinner was served, the host said: "I can't give you anything but bacon and greens, parson. It's all I can afford these hard times."

"Lord, make us truly thankful," the minister responded, "for what we are about to receive.

"We expected nothing but greens, and behold! here is bacon also!"

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### Had a Complaint

The angry citizen puffed into the office of the city editor.

"See here, sir," he yelled, "what do you mean by publishing my resignation from my political office in this way?"

"You gave the story out yourself, didn't you?" asked the editor.

"Of course I did," replied the angry citizen. "But your fool paper prints it under the head of Public Improvements."

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### Notices

THE Grand Pres., Sister Murdock, will hold a school of instruction in Richmond, Va., on Nov. 6th. Murphy's Hotel, 8th and Broad St., will be the headquarters. All G. I. A. Sisters will receive a hearty welcome. MRS. J. T. GARRETT, Secy.

UNION DIV. 120 will hold Union circuit meeting in Carbondale, Pa., Wednesday, Nov. 21st. All Sisters are cordially invited to come. SEC. DIV. 120.

DIVISION 310, Wilmington, Del., will hold a union meeting on Dec. 4th, in the Pythian Castle, 906 West St. Meeting to open at 1:00 p. m.

All Sisters of the Order are invited to this meeting. SEC.

### Division News

DIVISION 385, Ottumwa, Iowa, held a splendid meeting on Sept. 17th. Several other Divisions had been invited and a large attendance was the result.

We expected to have with us our Grand President, but for good reasons she could not come and we were very much disappointed, although we hope to have her some other time soon. Our Pres., Anna B. Adams, presented the Division with a beautiful crocheted center piece, which sold for \$5, this was donated to the Silver Anniversary Fund. After the meeting was over the Brothers joined us and we went in a body to the hotel, where a six course dinner was served.

Cut flowers were used in profusion and the favors were carnations and place cards.

Sisters Gordon and McGovern were called on for toasts and both responded in a happy manner.

After the banquet a social time was enjoyed. This was a red letter day for Div. 385, but we missed the Grand Pres.

### A MEMBER.

MEMBERS of Div. 384, Jacksonville, Florida, received an invitation to a "Spend the day" party, at the home of Sister G. M. Bishop on Edgewood Ave.

Many responded and a delightful time was the result. The great event of the day was the installing of a large cattle dipping vat, for the extermination of the cattle tick, in Duval Co., Fla. After enjoying a splendid dinner and several selections of music by Sister Clark and Miss Pauline Martin, we went out doors and in company with other guests from the city and county, listened to interesting and instructive addresses on the cattle tick pest as a menace to the health of the community.

At the close of the speeches we beheld a spectacle which will long be remembered, the dipping of 500 head of cattle, in the great vat.

During the afternoon ice cream was served, and the Sisters of Div. 384 declared Sister Bishop a charming hostess and the day spent in her home a delightful and instructive one.

MRS. W. G. CLARK.

ON October 4, Columbia Div. 115, Washington, D. C., were honored with a visit from our mother, "Sister Cassell." This is the first time she has called on her children since she united us 26 years ago, under most trying circumstances, and with only eight members. Three of those first few were here to greet her after so long an absence. Sister Cassell was here to attend the circuit meeting in Alexandria, Va., so we arranged a special meeting to let some of the younger children (yours truly among them) meet their mother.

We were certainly pleased with the favorable impression she made on us, and found her a loving, devoted mother, kind and considerate, and blind to our many faults and mistakes. We put on our work in regular form, and she expressed herself as being pleased with the progress we had made in her long absence. During her short stay in Washington she secured for us an application for membership, showing her to be wide awake for the Order at all times and places.

There was a good attendance at this special meeting, and as we suffer from non-attendance, as many Divisions do, we wish Sister Cassell could be with us often to get the members out.

She urged us all to be good Auxiliary members, thus making the men better B. of L. E. men, and as her heart and soul is with the orphans, she gave a most beautiful talk on the subject, and urged us to contribute generously to this fund.

Refreshments were served and we were sorry when we had to say goodbye to the Grand Vice-President, who was entertained at the home of our President, Sister Bush, while in our city.

SEC. DIV. 115.

### Membership, Quarter Ending Oct. 1, 1917

Total membership July 1, 1917.....	26,106
Total number admitted during second quarter.....	187
Total number forfeited during third quarter by death, withdrawals, transfers and suspensions.....	39
Total gain during third quarter.....	148
Total membership Oct. 1, 1917.....	26,253

Respectfully submitted,

MRS. EFFIE E. MERRILL, Grand Sec.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Nov. 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Oct. 31, 1917.

#### SERIES A

##### ASSESSMENT No. 369

Quebec, Can., Sept. 9, 1917, of tubercular pneumonia, Sister Helena Grimard, of Div. 526, aged 36 years. Carried one certificate, dated March 1916, payable to J. C. Grimard, husband.

##### ASSESSMENT No. 370

Salt Lake City, Utah, Sept. 10, 1917, of peritonitis, Sister Janet Mathews, of Div. 108, aged 36 years. Carried two certificates, dated Dec., 1913, payable to Julius B. Mathews, husband.

##### ASSESSMENT No. 371

Somerville, Mass., Sept. 13, 1917, of myxoedema, Sister Frances L. Cole, of Div. 99, aged 73 years. Carried one certificate, dated April, 1900, payable to Everett Cole, son.

##### ASSESSMENT No. 372

Sayre, Pa., Sept. 18, 1917, operation, Sister Anna Lineham, of Div. 60, aged 29 years. Carried two certificates, dated March, 1912, payable to Minnie and Emma Lineham, daughters.

##### ASSESSMENT No. 373

Dennison, O., Sept. 19, 1917, of organic heart disease and shock, Sister Minnie Patterson, of Div. 291, aged 48 years. Carried two certificates, dated May, 1907, payable to Dr. C. E. Exline, friend.

##### ASSESSMENT No. 374

Easton, Pa., Sept. 20, 1917, of diabetes, Sister Emma West, of Div. 121, aged 67 years. Carried one certificate, dated May, 1901, payable to Edward R. West husband.

##### ASSESSMENT No. 375

Chicago, Ill., Sept. 21, 1917, of cerebral hemorrhage, Sister Anna Gutekanst, of Div. 555, aged 39 years. Carried two certificates, dated May, 1916, payable to Chris G. Gutekanst, husband.

##### ASSESSMENT No. 376

Cumberland, Md., Sept. 22, 1917, of gun shot wound, Sister Ada Coughenour, of Div. 117, aged 40 years. Carried two certificates, dated March, 1916, payable to Walter, William and John Coughenour, sons.

##### ASSESSMENT No. 377

Cleveland, O., Oct. 1, 1917, of pneumonia, Sister Catherine Kunkel, of Div. 278, aged 73 years. Carried two certificates, dated April, 1892, Nov., 1893, payable to J. W. Kunkel, husband.

Members will pay their Insurance Secretaries on or before Nov. 30, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 334A, 335A, —12,002 in the first class, and 6,393 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### UNDESIRE QUICK ACTION CAUSED BY FEED VALVE

**Q.** Will you please answer the following question in regard to the brakes going into emergency while the train was running, and the automatic brake-valve handle in running position? I had a train of sixty cars, and while there was some brake-pipe leakage yet the pump had no trouble in keeping up the pressure. While running along I noticed that the brake-pipe pressure would vary some four or five pounds, which of course was due to the dirty condition of the feed valve. Now while running at about fifteen miles per hour, the brakes went on in emergency, and when we stopped the train was parted, having pulled out a drawbar. In making a report of the accident, I stated that the trouble was due to a defective feed valve. But this report was not accepted by our road foreman, he claiming that the cause for the brakes applying in emergency was due to brake-pipe leakage. Your opinion in the matter will be greatly appreciated. M. F. M.

**A.** That the pump could maintain the pressure, and again, that the feed valve could charge the train to the maximum amount, tells us in a general way that the leakage was not excessive; therefore the trouble must have been due to the erratic action of the feed valve. A feed valve, when in proper condition, should not permit over two pounds variation of brake-pipe pressure.

The action of a triple valve in a brake application is largely dependent upon the *rate of reduction* of brake-pipe pressure; it being generally understood that where a sudden reduction of brake-pipe pressure is made, the triple piston and its slide valve will move to emergency position; while a gradual reduction, when made at the proper rate, should cause the parts to move to service position.

Where the rate of reduction is quite slow, as where a feed valve sticks in closed position, or where the automatic brake-valve handle is placed in lap position and the reduction is made through leakage, the triple piston will move toward service position slowly, taking up the slack to the slide valve, and stop on account of there not being sufficient difference in pressure to move the slide valve at this time. To get the slide valve to move, a greater differential in pressure must be had in order to move both piston and slide valve. And, when by continued drop of brake-pipe pressure through leakage a sufficient differential in pressure has been created to overcome the friction of the triple piston and slide valve, the parts will move with a pump, and will invariably go to emergency position.

Whereas, if the rate of reduction had been somewhat quicker, and sufficiently heavy, the triple piston would have moved quicker and we would have had the benefit of the slight hammer blow with which the moving piston stem would strike the slide valve, thereby aiding in the movement of the slide valve with but sufficient differential to move the parts to service position.

Enginemen sometimes follow the very bad practice of moving the brake-valve handle to lap position for a few seconds before beginning the reduction, often resulting in undesired quick action, as any little delay in starting the reduction will permit many of the triple pistons to move far enough to take up the slack motion between the piston stem and slide valve without moving the latter, thereby losing the benefit of the hammer blow which aids so materially in starting the slide valve toward service position. Another bad practice is to move the automatic brake-valve handle to lap position, depending on brake-pipe leakage to apply the brakes. Where this is done, even though the brakes may not apply in quick action, the train may be parted on account of brakes applying first at rear of train, due to the leakage being located at that end of the train.

### EFFECT OF LEAKY GAUGE TUBES

**Q.** I am running an engine in local freight service, and we carry 70 pounds

brake-pipe and 90 pounds main reservoir pressure. Here the other day, while the engine was standing, the glass in the air gauge was blown into a hundred pieces, will you please tell me the cause of this? I might state further that the dial was bent, and the brake-pipe hand showed 85 pounds. As this is something that does not happen very often, I would like to know the cause of it, and what may be done to overcome such trouble. J. R.

A. For the glass to be blown from the gauge would indicate a pressure back of it, and this pressure may be formed by air leaking from either the main reservoir or brake-pipe gauge tubes. To prevent a recurrence of this, in replacing the glass do not have it an air-tight fit in its bezel. The breaking of the glass would in no way change the brake-pipe pressure, and if the hand indicated other than what it should no doubt the bending of the dial was responsible.

#### SIZE OF CHOKE FITTING

Q. Will you please let me know through the JOURNAL the size of the choke-fitting in the air signal line, where the engine is equipped with the E-T type of brake; also the size of the opening in the brake-pipe exhaust port of the H-6 brake valve.

J. R. P.

A. The opening in the signal line choke-fitting is 1-16th inch; the opening in the brake-pipe exhaust fitting is  $\frac{1}{4}$  inch with straight plug, and 9-32 with angle fitting.

#### TO FIND THE MIDDLE HOLE IN LIVE CYLINDER LEVER

Q. I would like to ask the following question on brake leverage: Where the distance between the two outside holes in the live cylinder lever is known, how do you find the location of the middle hole? I would like to ask, that in giving an answer to this question you also give as simple a rule as possible, as it is a long time since I took my last arithmetic lesson.

H. L. M.

A. To find the middle hole in the live cylinder lever multiply the power required by length of lever—distance between centers of outer holes—and divide by the sum of the power required and the brake cylinder value; this gives the short end of the lever. To find the brak-

ing power required, the weight of the car must first be known. Then, if the car is a passenger car, take 9-10ths of this, or, if a freight car, take 7-10ths, as the total power required. To find the cylinder value, that is, the total force in pounds that a brake cylinder will develop with some given pressure, multiply the area of the piston in square inches by the pressure per square inch in the cylinder. The area of the piston may be found by multiplying the diameter of the piston by itself and by the decimal .7854. The area of a 10-inch piston is  $10 \times 10 \times .7854 = 78.5$  square inches.

By multiplying the area of the piston by the pressure per square inch as  $78.5 \times 60$  we have 47,100 pounds as the cylinder value for a cylinder of this size and at this pressure. As an example of what has been said, let us assume a freight car weighing 40,000 pounds, having a live cylinder lever thirty inches between centers of outer holes, and ten inch brake cylinder. Now the brake power required in this case will be 7-10 of 40,000 or 28,000; therefore we multiply the length of the lever by this amount and we have  $30 \times 28,000 = 840,000$ . Then, 840,000 divided by the sum of the power required and the brake cylinder value, gives us  $840,000 \div 28,000 + 47,100 = 11\frac{1}{2}$  inches about, the short end of the lever.

The dead cylinder lever is generally the same length as the live cylinder lever, but where they differ in length, they must be of the same proportion, if the same braking power is to be applied to each end of the car.

#### RAISE OF BRAKE-CYLINDER PRESSURE ABOVE ADJUSTMENT OF REDUCING VALVE

Q. I am running an engine in freight service equipped with the L-T type of brake, and I would like to ask a question on the action of the straight air brake. In handling trains on grades, our instructions are to keep the engine brakes released while the train brake is applied, and the engine brake applied while recharging the train. Now when an automatic application of the brake is made on engine and train, the engine brake is released by moving the straight air brake valve handle to Locomotive Release posi-



tion. Then, just before releasing the train brakes, which is done by moving the automatic brake valve handle to release position and leaving it there until the train brake is again applied, the straight air brake is applied and the brake-cylinder pressure will build up to that for which the reducing valve is adjusted, and then go beyond that pressure. Where does the air come from that causes this increase in pressure? I might add that when operating the straight air alone this does not occur, as the pressure will build up to forty pounds only; this being our standard straight air pressure. In grade work we carry 90 pounds brake-pipe and 110 pounds main reservoir pressure.

R. L. T.

A. It is, no doubt, understood, that with the L-T equipment, the automatic and straight air features are entirely independent of each other, that is, the control valve takes no part in either the application or release of the straight air brake, the double-throw check valve forming the dividing line between the two. Now, in a straight air application, if the reducing valve be properly adjusted and free from leakage, the only obtainable pressure from this feature of the brake is that for which the reducing valve is adjusted. Therefore, if the brake-cylinder pressure builds up to a point above this amount, the air causing this increase in pressure must come from the automatic feature of the brake. For the control valve to furnish air to the brake cylinder, it is necessary to have an air pressure in the control cylinder to operate the application piston and its valves.

As the automatic brake valve handle, at this time, is in release position, the triple piston and its slide valves in the control valve are also in release position, thus connecting the control cylinder with the release pipe, and any air coming to the control cylinder would be free to flow through the release pipe to the atmosphere were it not that the exhaust port is now closed at the automatic brake valve, due to the handle being in release position. Therefore, air leaking into the control cylinder from any source may bring about the condition you have named.

To prove the correctness of this state-

ment, when releasing the train brakes, move the brake-valve handle to release and then to running position and note if the brake-cylinder pressure builds up following a straight air application. Where there is leakage of air into the control cylinder, there will be a constant blow at the direct exhaust port of the automatic brake valve when the handle is in running position.

#### PREVENTATIVE FOR UNDESIRABLE EMERGENCY CAUSED BY DEFECTIVE DISTRIBUTING VALVE

The other day I had trouble with the distributing valve operating in emergency each time a service reduction was made, and to overcome the trouble all I had to do was to first apply the independent brake and the train brake would apply in service each time a gradual reduction was made. Now what I would like to know is, in what way did the independent application prevent the brake applying in emergency, and will an independent application prevent an emergency application if the automatic brake-valve handle is moved to emergency position.

ENGINEER.

A. Where the triple valves on the cars in a train are in proper working condition, to secure an emergency application of the brakes it is necessary that a sudden reduction of brake-pipe pressure be made at the first operating triple valve nearest to the point where the reduction was made. And to insure this sudden drop of brake-pipe pressure when the reduction is made at the brake valve the distributing valves on engines in road service are generally equipped with a quick-action cap; which, like the quick-action triple valve vents brake-pipe air to the brake cylinder when the parts move to emergency position, regardless of whether the automatic brake-valve handle is moved to either service or emergency position.

Now in the case you cite it is evident that the distributing valve, due to its defective condition, would assume emergency position when a gradual reduction of brake-pipe pressure was made.

In moving to emergency position, the emergency valve will open a port in its seat, which allows brake-pipe air to flow

quickly to the locomotive brake cylinders, thus causing a sudden drop in brake-pipe pressure, which in turn caused the first operating triple valve in the train to move to emergency position; and this triple venting brake-pipe air starts the next triple, and so on throughout the train.

Thus it will be seen that the cause of the train brakes applying in quick action is due to the venting of brake-pipe air to the locomotive brake cylinders. Now, if we apply the independent or straight air brakes, and fill the locomotive brake cylinders with air, at say a pressure of forty-five pounds, before the automatic application is made, it is evident that little or no brake-pipe air will be vented to the locomotive brake cylinders, even though the parts in the distributing valve do assume emergency position. Hence, it is not the position assumed by the distributing valve that causes the train brakes to apply in quick action, but rather the venting of brake-pipe air to the locomotive brake cylinders.

#### STANDING AND RUNNING PISTON TRAVEL

**Q.** Here is a question for the air-brake department. Will you please explain the difference between standing and running piston travel, and the cause for same? We have had considerable argument on this question in our School of Instruction, as to what may be considered the proper standing travel and what may be considered the proper running travel. All air brake books that we have tell us that eight inches is the proper piston travel, but they do not say whether this is standing or running travel. J. W. B.

**A.** Piston travel is the distance the brake cylinder piston moves from release position when a brake application is made, and is dependent upon the total leverage, brake shoe clearance, lost motion in brake rigging, deflection of the brake rigging, brake-cylinder pressure and to some extent on speed of train.

Standing piston travel is the distance the brake piston moves following a brake application while the car is not in motion. Running piston travel is the distance the brake cylinder piston moves following a brake application when the car is moving. Running piston travel is always more

than standing travel, and will vary greatly on the same car, due to the brake-cylinder pressure and speed of train, and may vary anywhere from one to four inches. The standard piston travel for all forms of car brakes is eight inches, and a moment's thought will tell us that this must mean running travel, as eight inches standing travel would, no doubt, permit the brake cylinder piston to strike the non-pressure head when a brake application is made, especially following an emergency application at high speed. It is the custom on many roads to adjust piston travel, while standing, to  $6\frac{1}{2}$  or 7 inches, and this will give from 8 to  $8\frac{1}{2}$  inches running travel in ordinary service braking.

#### ENGINE BRAKE RELEASES WITH AUTOMATIC BRAKE VALVE IN RELEASE POSITION

**Q.** Will you please answer the following question on the E-T equipment: When an automatic reduction is made, the engine brake will apply, and will remain applied in lap position. But when the brake valve handle is moved to release position, following a brake application, the engine brake will release with the train brake. I have found that by moving the independent brake valve handle to the lap position, just before the automatic is moved to release position, the engine brake will remain set until the independent brake valve is again moved to running position. Now what causes the brake to release in release position, and how is the brake held applied by placing the independent brake valve on lap? R. R. L.

**A.** For the engine brake to release, it is necessary to exhaust the air from the application cylinder and chamber. When the automatic brake valve handle is moved to release position, the brake pipe is recharged, causing the equalizing piston and its slide valve to move to release position, thus connecting the application cylinder and chamber with the release pipe. The release pipe connects the exhaust port of the distributing valve with the atmosphere through the independent and automatic brake valves, when both valves are in running position. When the automatic brake valve is in either release

or holding position, the opening from the release pipe to the atmosphere is closed, therefore the brakes should remain applied, and will unless there be leakage from this pipe; therefore the trouble must be due to leakage in the release pipe. Now when the independent brake valve is moved to lap position, that part of the release pipe between the independent and automatic brake valves—commonly known as the U pipe—is cut off; therefore if the leakage be in this part of the pipe the brake will remain applied. Leakage in this part of the release pipe will not affect an independent application of the brake.

### Questions and Answers

BY JAMES GREGORY

**Q.** Is graphite used anywhere for lubricating valves and cylinders, and how, and with what success? Is it used on superheater engines?

**R. R.**

**A.** Yes, graphite is used for that purpose and is fed from a cup as an auxiliary lubricant. Where it is used they claim a 50 per cent saving in valve oil, and also say that should the lubricant become empty or fail to feed from any cause, the graphite will protect the cylinders against scoring.

There are other claims made for it. One is that it is especially suited to the conditions attending the use of superheated steam on account of its resistance to the influence of extreme heat.

**Q.** What would make the difference in the length of time a set of flues would last on two different roads running in the same district, and using the same water? Could it be in the way of handling the engines by the enginemen, or would it be likely to be in the type of engine, steam pressure or what?

**S. S.**

**A.** There are several things that bear on the question you ask, but the least important is the manner in which the engines are handled by the enginemen. A difference in the quality of fuel used would have its effect, as nothing so shortens the life of flues like the sudden and frequent changes of firebox and boiler temperatures of poor steaming engines, as those using a poor grade of fuel usu-

ally are. Quality of material used in flues, also workmanship of boiler workers, are to be considered, as also is the method of washing out boilers and the frequency with which it is done.

**Q.** Is the steam when superheated more effective for power than the saturated steam, or what is the real secret of advantage of superheating? Is the expansive energy greater after cut-off takes place? Why are engines so much improved by superheating that oftentimes it keeps them from going on the scrap heap for several years?

**D. M. D.**

**A.** According to some very reliable reports on the expansive energy of both kinds of steam there is little difference. The main point of advantage of superheating may be said to lie in the increase of steam volume it causes, thus practically increasing the steam supply to cylinders, just as a larger boiler would, but with much less expense.

In this way engines that will not make steam enough for the work required on account of too limited boiler capacity, or being over-cylindereed as they say, may be given a new lease of life as it were; also engines on which steam pressure has slightly been reduced by government direction, on account of age of boiler, may be used to good advantage often by superheating, for though the starting power would be weaker, the initial cylinder pressure would, after engine was under way, possibly be almost wholly restored. As already stated, the expansive force might not be any different, but from the nature of superheated steam, its lightness and its lesser friction in the steam passages, it would exhaust more freely and cause less back pressure than saturated steam.

**Q.** We are told here to put the blower on and heat up our superheat system to help start train after engine has stood on siding long enough to chill cylinders. We know it helps to do this, but how does it help?

**RUNNER.**

**A.** Some reasons for that, more or less competent, present themselves. It is natural to expect less condensation of steam in cylinders and steam chest when the steam is partly superheated at starting by using the blower on a good fire,

and as condensation means loss of pressure, even at starting, so the advantage claimed is apparent. The short expansion period had with lever in full stroke as at starting would give a short period of expansion, which, however, would be prolonged by the slow movement of the valve, so with superheated steam, and the higher cylinder temperature it would produce, the difference of power exerted during that short period might be a factor in favor of the practice you refer to when starting with cold cylinders; for we do know that it is a help at starting with cold cylinders to get all possible superheat by using the blower.

**Q.** Why or how does shutting off the throttle completely cause the oil in cylinders of superheater engines to carbonize, and how does carbonization take place?

D. M. D.

**A.** If when throttle is shut off, the cylinder temperature is higher than the flash point of the oil, air will be admitted to cylinders through relief valves, or if not, through nozzle, and the combination of temperature and oil and atmosphere, provide the necessary elements to produce combustion. Carbonization is the result of the liquid matter in the oil being converted into a gas by the extreme heat of cylinders and consumed by combustion, leaving only the residue, which is the soot or carbon.

**Q.** Is it a good practice to shut injector off completely when steam pressure gets too low for engine to do the work desired? Is it not better to ease it off and restore pressure gradually and thus avoid sudden increase of temperature with its attending sudden expansion, so hurtful to flues and boiler? Is it not also better practice to open furnace door but a little to prevent engine popping than to open door wide?

W. M. S.

**A.** Theoretically speaking, sudden or frequent changes of temperature, either from the use of injectors or opening of furnace door, is damaging to flues and boiler generally. There is just so much elasticity in a flue joint, and the elasticity of the boiler is also limited, but the flue joint being the weaker will show the effect of sudden changes of temperature first. Yet, practically speaking, there

are some other things, often decidedly urgent, that conflict with what is considered good practice in care of boiler and flues. If, while an engine is being taxed to her limit to do the work, the steam pressure drops, the best plan is to shut the injector completely off so as to restore the pressure as soon as possible, and thus maintain the desired headway of the train. As to the opening of furnace door a little, though the reason you give is theoretically correct, the service, the engines and all modern conditions are such as to not call for any such hairsplitting practice in the management of locomotives of today.

**Q.** What causes the flanges of wheels to crowd against outside rail on curves when running slow as well as when running fast?

W. R., Div. 10.

**A.** At high speed it is caused by the centrifugal force, as you no doubt understand, and in that case both wheels of a four-wheel truck will bear against the outside rail with nearly equal pressure, but when truck is moving slowly it is different. In this case the influence of centrifugal force is absent and the action of truck is controlled by the difference of length of rail on inside and outside of curve. When running slow the truck inclines to a diagonal position between the rails, due to the tendency of the wheels on inside of curve to run ahead of those running over the longer distance on the outside rail of curve, and this keeps the forward outside wheel of truck against the outside rail, and the rear inside wheel of truck against the inside rail of curve.

**Q.** We have compartments in some of our engine tanks to prevent derailment of tenders on short curves. How does it prevent it, and how does the derailment take place?

W. R., Div. 10.

**A.** The centrifugal force of the water in tank on rounding a short curve is modified by the use of compartments, for though the whole body of water is affected the same, there is not the great stroke, or kinetic force, created as when the whole volume of water in tank dashes against the side sheets of tank.

The use of compartments, however, is but a makeshift at best. There is no danger of derailment from the effects of

the water if the truck is properly designed. When derailment takes place from the effect referred to (it is more liable to take place on straight track than on a curve), it is because the lateral pressure of the shifting water in tank causes the tank to throw a considerable weight on one side of the truck; and if the side bearings of truck are located outside of a direct line connecting the center of gravity of the tank and the bearing point of the wheels on rail, there will be a downward force exerted by the leverage. The location of the side bearing will offer in proportion to the extent of that leverage, the effect of which will be to raise the wheels at opposite end of truck off the rail, even on straight track, and cause derailment if the truck should slew slightly at such time, as the wheels might not then fall properly to rail again.

**Q.** What will be the advantages gained by using powdered coal aside from reducing the labor of the fireman and the larger nozzle they claim may be used?

**D. M.**

**A.** It will solve the problem of smoke elimination; put an end to the fire claims for damage by fire caused by sparks falling on or near the right of way; dispense with the need of ash pits and give more time for actual service of engine by reducing the time needed for turning at terminals. It will also tend to produce a more continual and consistent performance of the engines than could be possible under the old plan of burning coal on grates, and will permit the use of a lower grade of fuel without lowering the standard of efficiency of the engine.

**Q.** Has the stoker-fired engine a higher tonnage rating than the hand-fired engine? If so, how much, and why is it possible if the tractive power is the same?

**D. S.**

**A.** On very large engines, or where the conditions attending the work are unusually severe, a higher tonnage rating is given the stoker-fired engine. This is largely because the fireman cannot stand the work, resulting in frequent variations of steam pressure, which may be avoided by the use of the stoker. In this way the average tractive power of the engine is materially increased.

It is claimed in some places that from seven to ten per cent of tonnage per train is added to stoker-fired engines over those of same general dimensions of the engines that are hand fired.

**Q.** What is the per cent of saving in fuel of the stoker-fired engine over the one hand-fired?

**D. S.**

**A.** The economy in coal consumption is all on the side of skillful hand-firing.

**Q.** Which is the best to protect piston rod packing from burning cut when shutting off superheater engines, a steam valve that is open during the trip, or using the main throttle to admit a little steam to cylinders while engine is drifting?

**INQUIRER.**

**A.** The steam valve that is open all the time is the most reliable to prevent combustion in the cylinder after shutting off, for that is what causes the piston rod packing to burn out when combustion in cylinders takes place causing the valve oil to carbonize also, but there is danger of neglecting to shut off this valve at the end of the road and of causing the engine to move sometimes when it is not desired. "Cracking" the throttle is favored by some, but it is too unreliable, it being difficult to know with some engines whether valve is open a little or not, besides there are times when it is not practicable, as in case of flag.

**Q.** What is meant by total wheelbase? What by rigid wheelbase of an engine?

**RUNNER.**

**A.** The total wheelbase is measured from the bearing point on rail of the rear wheel of the engine, whether that be a driving wheel or trailer, to the bearing point on rail of the forward wheel, whether it be a driving wheel or wheel of engine truck. A rigid wheelbase is usually that of the connected wheels of the drivers, but that is not the case with articulated locomotives, they having more than one set of driving wheels, each independent of the other. For instance, the rigid wheelbase of one type of Mallet is 15 feet, while the total driving wheelbase is 67 feet 7 inches. The rigid wheelbase is not always the distance between bearing point on rail between forward and back drivers, as the drivers may be flexible, that is, having a similar bear-

ing to support the boiler, and swing or curve the same as an engine truck. In the case of the triplex Mallet of the Erie R. R. there are three sets of drivers, one set being under the tank, but they curve like a truck, as does the forward pair under engine. The middle section of drivers are rigidly held in frame and represent the rigid wheelbase of that type of engine.

**Q.** How is pulverized coal used in a locomotive, and what changes, if any, are made from the present system of drafting or boiler attachments to burn it?

S. L.

**A.** There are various designs of mechanism for burning the "pulverized" coal, or powdered fuel, it is called now, but they are alike in this respect, that the coal is all burned in suspension, or like oil is burned, at a burner instead of on grates, as coal is burned ordinarily. As for the boiler attachments there is of course no need of diaphragm sheets or netting. There is also some difference in the method of drafting, the air admission being regulated with some regard for proportion to the amount of fuel consumed.

**Q.** Will an engine have more superheat if an arch is used? We have both here and the engines with arches do the best, but cannot tell if it's on account of them being better steamers or having more superheat.

W. R. S.

**A.** The very fact of the engines with the arches being the best steamers answers the question. When the firebox temperature can be controlled so engine will steam, the superheat will be kept up in the same way, thus adding to the efficiency of the engine by preserving an even steam pressure while giving a uniform superheat at the same time, so there is much of the credit for that, no doubt, due the arch.

You no doubt know that it is an easy matter for a fireman to keep a nice bright, level fire on an engine that steams easily, and the bright fire is best for producing superheat, while if the engine steams hard there is a temptation for the fireman to crowd the fire, which often lowers the firebox temperature by banking, or uneven depth, thus lowering the

proportion of superheat in either case. With the arch this is less likely to happen as it improves the steaming qualities of the engine, giving the fireman a wider margin to work on in the matter of keeping fire in shape to produce a uniform maximum of boiler pressure, superheat, and better results generally.

On page 813, September JOURNAL, the question is asked, "What would be the position of the eccentric arm of an engine with outside admission valves having Baker valve gear?" The answer, while right for Walschaert gear, is not correct for Baker gear, as with the Baker gear the eccentric arm follows the pin for both outside and inside admission valves.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

EL PASO, TEX., Sept. 15, 1917.

### EDITOR TRAIN RULES DEPARTMENT:

We have a station on this division which has two sidings. Formerly one of the sidings was a spur track, but recently it was extended and coupled up with main line, and a bulletin was issued stating that the old siding would be known as a house track and the new siding would be the regular siding. Recently No. 6 received an order as follows: "No. 6, engine 756, will wait at B until 1:50 p. m. for extra 2446 west." On this order can No. 6 pass this new siding? It is about 20 car lengths west of station where No. 6 stops at B.

S. E. O.

**A.** The time in a schedule of any train applies to the switch where an inferior train enters the siding. The time in a train order applies the same as schedule time. It follows that No. 6 has no right to pass the switch to the authorized siding before 1:50 p. m., unless the extra is clear before that time. The fact that there may be a house track or other switch east of station at B has nothing to do with the execution of the order. No. 6 must obey the rules.

KNOXVILLE, TENN., Oct. 2, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Order No. 1: "No. 1, engine 84, meet No. 8, engine 83 at G." Order No. 2: "Engines 84 and 217 run as first and second No. 1 C to Z." The engine crew and conductor on first No. 1 claim that they have no meeting point with No. 8. Please give me the Standard Code interpretation.

S. A. L.

**A.** Under the orders given both sections of No. 1 have right to go to G for No. 8, and it becomes the duty of the train dispatcher to see that the second section of No. 1 is provided with a copy of order No. 1 (the first section has it). Rule 218 is very clear upon this point and states that when a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it. The fact that the second order was issued after the meeting point was fixed has nothing to do with it. So far as No. 8 or first No. 1 are concerned, when it arrives at G it will meet first No. 1 displaying signals and as order No. 1 names the train by its schedule number alone, No. 8 must remain at G for all sections which are using that schedule. It will be noted that the engine numbers were used in making the meet, but the American Railway has ruled that the engine numbers do not change Rule 218. First No. 1 has full authority to meet No. 8 at G.

JERSEY CITY, N. J., Oct. 3, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please note the following orders. Order No. 1: "No. 1 run 45 minutes late A to E, 30 minutes late E to H and 15 minutes late H to Z." Order No. 2: "No. 1 of Feb. 1 is annulled E to H." This second order was sent on account of a washout, which made it necessary for No. 1 to use another road from E to H. Can No. 1 assume its schedule when it returns to its own line at H, or does it need a train order? Will order No. 1 still remain in effect?

T. H. B.

**A.** There is nothing in the Standard Code which forbids a train from holding orders and authority to use a schedule, at the same time such train may be running as an extra, providing such author-

ity does not conflict with the territory in which the train is moving as an extra. The facts are that when train No. 1 assumed the schedule at its initial station it had authority to use that schedule to its terminal station, and the fact that necessity demanded that a portion of that authority be annulled does not affect the remaining portion at all, and when No. 1 reached H it could again resume the schedule without a train order to do so. Train orders once in effect remain so until fulfilled, superseded or annulled, so that the run late order would be in effect and would have to be respected by No. 1 when it again resumed the schedule to H.

FAIRBURY, NEB., Oct. 4, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
We run a short turn-around run from A to B, and are working under manual block rules. There is a center siding at B.

When this turn-around run is ready to leave B on the return trip it receives a clearance stating that it may back out and that the block is clear. Under such circumstances is it necessary for the turn-around to be protected by flag before backing out?

H. J. S.

**A.** In the absence of a special rule which permits the turn-around to back without protecting, the turn-around cannot back out until it is fully protected by flag as required by rule.

Block signal rules of any kind do not relieve trainmen from protecting their trains by flag as required by rule, with the exception that a few roads have special rules which permit a train to not protect by flag under certain clearly defined conditions. But unless the rules or special instructions relieve trainmen from flagging in such a case they must flag.

DENISON, TEX., Sept. 25, 1917.

**EDITOR TRAIN RULES DEPARTMENT:**  
Order No. 4, "Extra 55 west meet extra 602 east at C instead of D."

The conductor of No. 55 refused to sign the order as he had received no other order concerning extra 602. Both the dispatcher and the chief dispatcher insisted that the order was all right and that the conductor should sign it.

A READER.

A. The conductor was justified in refusing to sign for the order for the reason that he could not fulfill it.

The order which he was asked to sign was a superseding order, superseding a supposed meeting point with extra 602 at D, and the conductor was acting safely and within the rules when he refused to sign for it.

The dispatcher was in position to know that the order was all right and that no harm could come to extra 55 by accepting the order and he probably looked upon the conductor as bringing up a purely technical objection. But it was more than a technical objection, it was a practical objection. If trainmen can safely be permitted to accept train orders which do not harmonize with the orders which they already hold, then we are making a mistake when we annul or supersede an order at all, and we are taking the position that because the dispatcher understands what is wanted the trainmen ought to accept the orders without the formality of knowing that the orders to cover the movements are correct.

In safe practice, if the first order was not to be delivered to extra 55, it was the duty of the dispatcher to annul the first order and issue a new meeting order. Further than this, the conductor may reasonably know from the wording of the order that there was a previous order issued to his train which he has not received. He is being asked to supersede a part of this order, but as he does not hold the order he cannot fulfill the superseding order nor can he know that the first order did not contain another meeting point or something which concerns his train. In case the first order contained another movement which affected extra 55, what would happen to the conductor and engineer of extra 55 if they accepted the superseding order without protest? Would they not both be guilty of gross neglect of duty?

A short time ago a passenger train was wrecked and several persons killed because of a failure on the part of a dispatcher which involved the same point as this under discussion. The original order was annulled before the extra had reached

the point at which it was placed, and a superseding order issued which failed to supersede all of the first order. In the light of reason it is only fair to state that any dispatcher who permits or insists upon a conductor accepting such an order is incompetent of judgment.

It is the plain duty of trainmen and engineers to refuse to accept any order which they cannot fulfill, and instead of being criticised they should be commended for vigilance in duty.

SEPT. 28, 1917.

#### EDITOR TRAIN RULES DEPARTMENT:

Please give your understanding of this order as we are in doubt. Order No. 1, "No. 2 engine 212 meet first No. 1 engine 209 at B, and second No. 1 engine 211 at C, No. 2 take passing track at C." Order No. 2, "No. 2 engine 212 meet first No. 1 engine 209 at C instead of B, and 2nd No. 1 engine 211 at D instead of C."

Please let us know who should hold main track at C. MEMBER DIV. 658.

A. Order No. 1 directed No. 2 to take siding at C but it was, by the terms of the order, for the purpose of meeting 2nd No. 1 at C. When the meeting point was changed to D for 2nd No. 1 that part of order No. 1 referring to the meeting of 2nd No. 1 and No. 2 at C was superseded, and in absence of any further instructions with respect to taking siding the American Railway Association have suggested that the take siding should revert to timetable authority, and 2nd No. 1 should take siding at D.

The fact that the meeting point between 1st No. 1 and No. 2 has been changed to C cannot alter the facts, as the take siding had nothing to do with 1st No. 1 and could not be made to apply between the two trains.

#### Promoting Efficiency in Train Movement

It is to be hoped that in the present great emergency when the capacity of the railroads is taxed to the utmost, some of the modern frills of railway management will be brushed aside and the railroads be operated in a manner consistent with the demand for the highest efficiency. Of late years there has been shown a disposition to increase the



train units for the expressed double purpose of promoting safety and economy, and increasing the capacity of train movement as well.

This plan, in spite of its alluring appearance on paper, has failed in either purpose, as many operating officials will attest, and which is proven by the numerous delays and costly damage to freight and rolling stock, not to mention the severe physical strain on the engine and trainmen to which might be traced many of the man failures that have so often contributed to serious wrecks.

In an address before a body of representative railroad mechanical men recently, Mr. Daniel Willard, Chairman of the American Railway Association, among some other requests for their wholehearted co-operation, made the following appeal: "That is why we ask you to be more careful of your power, to keep it in better condition."

This request, coming from such a source, is the best evidence of there being an urgent need for the change recommended, and that such a reform would promote efficiency in train movement in a measure sufficient to meet the present demand; so let us hope that if the request is heeded it will prove beyond all doubt that as an economic measure alone, it will be policy to continue it, even after the war, for when the grief attending the operating of poorly conditioned engines is added to long trains and excessive number of hours on duty, the burden of the enginemen is such as to unfit them for really safe and efficient service. JASON KELLEY.

### Meeting the Great Emergency

Since the United States has become a part of the Allied forces pledged to restore the peace of the world, and its importance as a factor to that end is so generally believed, we have undertaken the task of arranging our transportation systems so as to afford the highest possible degree of efficiency, and thus measure up as near as possible to the expectations of those who profess to expect so much from us in the way of assistance in the great world war, and prove our worthiness of the flattering compliments paid us by the nations of the older world.

As a first step in that direction the chief executives of the various railroads, with a fine show of patriotism, in meeting assembled on April 11, 1917, resolved to pledge their loyalty with the national government, the governments of the various States composing it, and with each other, that they would, during the period of the war, co-ordinate their operations so as to produce a maximum of national transportation efficiency, and by merging their activities and resources contribute in the utmost degree to the urgent needs of the country during the present crisis.

Pages and pages have been written on the question of car distribution, intensive car loading, increase train tonnage rating with an "earnest appeal" that every car, every track, every freight house, every engine and every appliance do more work, to do which the Railroad War Board says further, "We must have the highest co-operation between the railroad owner, railroad employee and the railroad users."

These declarations sound good to the general public, but to the railroad trainmen, particularly the enginemen, it sounds a false note.

One of the most important considerations at this time, it would seem, to the practical man at least, is the efficiency of locomotive performance, for locomotives that are run down so that they make little more than noise and smoke, as many of them are or promise soon to be, must be regarded as the weakest links in this great chain of co-operation, and to discuss questions of transportation improvement as is being done so much today, without making any real attempt to improve the conditions of the power, gives the whole proposition much the appearance of a farce.

The season is near at hand when the weather conditions will add to the burdens of the railroads, already taxed to their utmost, and stalled trains and congestion of traffic, due to ill-conditioned engines, will occur frequently to add to the hours and dangers of the service to trainmen, while at the same time lowering the capacity of our transportation systems at a time when its fullest development is so urgently needed.

JASON KELLEY.

# Labor Digest

A Collection of Expressions of Opinion of Interest  
to Our Class, with Editorial Comment.

## A Triumph for Labor

The signing of an agreement for the adjustment of all labor disputes in ship-building for the Government on the basis of collective bargaining is a victory of the greatest importance for the principle of democracy in industry. The great ship-building corporations are in several instances closely allied with the steel industry, and the unmitigated feudalism that has prevailed in that industry will suffer a hard blow as a result of the agreement signed at Washington recently. It required a strike of 12,000 mechanics employed in ship-yards of New York Harbor, with weeks of costly delay in the repair of badly-needed transports and freighters, to bring the employing interests to the frame of mind where they would accept such an agreement. In fact, they do not now voluntarily accept it, and its terms are mandatory on all firms doing work for the Shipping Board or the Navy. Included among the employers affected by the agreement are a number who have long been organized for a determined and bitter resistance to any and every demand by their employees for a voice in determining wages and conditions. In several large plants where the management will now be required to meet representatives of the men, the unions in the metal trades have fought vainly for years against the spy system, the blacklist, and all the other weapons of intimidation and coercion by which democracy has been excluded from these plants. Credit for the new order must be divided between the leadership and the rank and file of the international unions who stood out to the point of striking, and the leadership of the American Federation of Labor at Washington, represented by Mr. Gompers and Mr. James O'Connell, the astute president of the Metal Trades Department of the Federation. If they can win a few more such victories every true democrat in the country will rise up and call them blessed. Mr. Gompers in his

statement announcing the agreement indicates his awareness of the next and most important task. He says: "To complete the entire program there should be a similar provision for production of munitions and war supplies." It is the misfortune of the labor movement that it has such scanty representation in the working force of the steel industry. The task will therefore be harder. But the Government should not refrain from doing the right thing merely because labor may not have the power to coerce it into the right line of action. The arbitrary control of the working force by the United States Steel Corporation and its subsidiaries and "competitors," by means of the spy system and the use of arbitrary power of discharge to intimidate and penalize self-respecting workmen, is the blackest thing in American industry. The Government should not recognize and tolerate the prevailing system in the filling of Government contracts merely because that system has been so successful in denying the right to organize that the employees cannot speak and act for themselves. — *The Public*.

## Instructions on Enforcement of Child Labor Law at Army Posts

WAR DEPARTMENT, Washington, Sept. 10, 1917.

Memorandum for the Adjutant General:

In order to make conditions in Army forts and posts conform to the standards laid down by the United States child labor act will you kindly issue to departmental commanders the following instructions:

1. That on Government reservations children under 14 years of age are not to be employed.

2. That children between 14 and 15 years of age are not to be employed, (a) more than eight hours in any work day, (b) more than six days a week, (c) before 6 a. m. or after 7 p. m.

3. In order to enforce these standards it is desired that certificates be demanded and kept on file for every child between 14 and 16. State certificates are acceptable for the purposes of the administration of this order from the following States: Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District

of Columbia, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Michigan, Massachusetts, Minnesota, Missouri, Montana, Nebraska, New Hampshire, New Jersey, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin.

In the following States Federal age certificates are to be issued and they are to be used by the army commander: Idaho, Georgia, Nevada, Mississippi, New Mexico, North Carolina, South Carolina, South Dakota and Wyoming.

4. In determining whether children between 14 and 16 have been employed more than eight hours in any day, the hours of employment shall be computed from the time the child is required or permitted or suffered to be at the place of employment up to the time when he leaves off work for the day, exclusive of a single continuous period of a definite length of time during which the child is off work and not subject to call. All employers on government reservations shall be required to keep a daily time record showing the hours of employment for each and every child between 14 and 16 years of age.

NEWTON D. BAKER,  
*Official Bulletin.* Secretary of War.

### Free Speech Defined

In defining what constitutes free speech Judge Van Fleet of the federal district court of San Francisco, said:

"No man has a right to carry the liberty of free speech to a point which interferes with the due execution of the law, where his opposition is not an honest one and is actuated wholly by the intention of expressing his views. Sometimes individuals will give expression to views which may have an effect upon the execution of the laws. But if they are honestly and conscientiously expressed, it is, under our constitution, the liberty of free speech.

"The citizens have a perfect right to discuss any measure; they have a perfect right to criticise the judgment of the courts or legislative acts.

"No man has a right to advise his

neighbor or the public to obstruct the execution of the law. That is beyond the liberty of free speech."—*Weekly News Letter.*

### Connecticut Supreme Court Sustains Decision in Injunction

The Supreme Court has sustained the opinion of Judge Milton A. Shumway that labor union bodies affiliated in the Hartford Structural Building Trades Alliance did not perform an unlawful act in conducting pressure against the Cohn & Roth Electric Company which conducted an open shop in this city. The decision was hailed by union labor as an important victory. The Supreme Court finds no error in the decision given by Judge Shumway in the Superior Court where the case was tried out at great length.

The Cohn & Roth Company charged that union labor bodies conspired against it in refusing to work on jobs with the Cohn & Roth employees and as a result of the alleged conspiracy, the Cohn & Roth Electric Company made application to Judge Shumway for an injunction to restrain the labor union bodies affiliated in the Hartford Structural Building Trades Alliance from continuing the alleged conspiracy and the alleged monopoly of the work of their several trades, the claim being that the acts of the respective unions and individual members of the unions were illegal.—*Weekly News Letter.*

### JUDGE SHUMWAY'S DECISION

In his decision filed on January 18th, Judge Shumway said:

"Upon the evidence which has been offered before the court, I am unable to find that the business agents of the defendant union or the Trades Alliance have gone outside the powers properly delegated to them by the unions, or that the men themselves have been coerced. And I must also find that there has been proven no unlawful combination among these defendants any further than that their agreements as stated in the by-laws hereinbefore quoted may be evidence of any such unlawful combination.

"I hold and rule that the by-law above

quoted is not, in itself, illegal, and does not, in itself, constitute an unlawful conspiracy for the purpose of obtaining by each of the defendant local unions of a monopoly of all the employment in each of the several building trades in which members of any of the several unions are engaged, nor is it an unlawful combination for the purpose of excluding from employment in such several building trades of persons who are not members of one or another of said defendant unions. Neither has there been any conspiracy or agreement among the defendants that no person not a member in good standing of one or more of said unions shall be employed on any building or structural work in the city of Hartford or its vicinity; that the evidence before the court does not warrant the court in finding that there has been any other agreement among the defendants than that they will not work upon any building in company with workmen who are not members of one or the other of the unions who are defendants in this case.

#### SHOWING OF THE EVIDENCE

"There was no evidence to show that any of the defendants or the members of any of the defendant unions had refused to work upon any building where the fixtures or appliances which were used in the structure of the building had been supplied by a non-union dealer. In one instance there was evidence which tended to show that members of the defendant union had stated that they would be justified in leaving work upon any building where the fixtures and appliances were supplied by any contractor who employed only non-union workmen, but no such reason was given in any case in the evidence which is offered before the court.—*Electrical Workers Journal*.

#### "Patriots" Violate Law

Regardless of the fact that the laws of Arizona permit picketing, the Bisbee "Loyalty" league has induced city authorities to pass an ordinance against picketing.

Men applying for work in the Warren district are still compelled to be examined

by county officials and the "Loyalty" league and if these "patriots" are not satisfied with the answers the worker is ordered to leave the district.

In Globe, where union miners are on strike, the Chamber of Commerce has taken over the work of the "Loyalty" league, and has inaugurated the same system, which is intended, say these business men, to protect the community "from murderers and bootleggers," although the community is filled with gunmen employed by copper interests.

At Clifton a meeting was called to organize a "Loyalty" league, but the unionists captured it by exposing the league's methods. A committee was then appointed to attempt to settle the strike and at a later meeting the strikers were given a vote of thanks by the citizens for their willingness to do all in their power to adjust differences.—*Weekly News Letter*.

#### Injunction Process Mocks Constitution

"Government by Injunction," declared Paul Scharren, Secretary and Treasurer of the State Federation of Labor, Los Angeles, Cal., "is government in defiance of the will of the governed. If the courts would be respected, as undoubtedly they should be, they must be taught to respect the power that creates them—the sovereign people of the nation.

"Here and now we demand the enactment of a law which shall make illegal the issuance of injunctions prohibiting the doing by any number of men of that which is not illegal when done by one man. We demand the restitution to the trade unionists of those rights to which they are entitled in common with every citizen. We demand the abolition of the assumed power of the judiciary under which, in the guise of equity and in the name of 'contempt of court,' a single man combines in his own person the characters of plaintiff, judge, jury and executioner. We demand that the courts themselves shall be made to recognize the primary principle of jurisprudence, namely, that an accused person must be confronted by his accuser and tried by a jury of his peers.

"The injunction that prohibits the ex-

ercise of constitutional rights is intolerable; the injunction that would deny the man accused of crime the right to a trial by constitutional methods is no less so. In either case the inevitable result is the destruction of the indispensable safeguards of justice.

"It is the uniform record of history that the liberties of the people are never openly attacked. It is equally a matter of record that those liberties are constantly in danger from machination. The innovation of today is the precedent of tomorrow. The working people of the United States must now be up and doing as never before, if they would preserve the birthright conferred upon them by their forefathers."—*Weekly News Letter*.

### Fifteen Years Without Promotion

The New Zealand *Locomotive Engineers' Journal* representing engineers and firemen makes the following complaint of treatment by the government owned roads of that country:

#### THE POSITION OF ACTING MEN

To the Manager—Sir: I am directed to bring under your notice the number of acting men who have from 12 to 15 years' service, and who are not in receipt of a driver's wage.

I am, in this connection, instructed to draw your attention to the number of these men who are resigning from the service.

The men are very discontented, and the retention of superannuated men makes them more so, because it deprives them of any advanced work.

Under ordinary circumstances these men would have had their appointment, and would be in receipt of the advanced pay.

At present they are only in receipt of the fireman's pay, and with no prospect of getting any more, and as wages are more enticing outside the service the men leave the service.

In view of the heavy traffic when war ceases, it would be in the interest of the service to retain these men, and to do so council would suggest that appointments be made as freely as possible, so as to compensate the men in some way, which

would help them to live decently while the cost of living is so high.

I am, etc.,

W. MCARLEY,  
General Secretary.

#### THE REPLY

AUGUST 14, 1917.

Sir: With reference to your letter of 19th ult., drawing attention to the number of acting engine drivers with from 12 to 15 years' service who have not yet been promoted to engine drivers, I have to inform you that I have looked into this matter, and find that out of the six first men next in order for promotion not one has been in the service for 15 years. Promotions are always made when it is found that the men at the top of the list are working full time in an advanced capacity and are likely to be permanently required in that capacity, but it is obviously out of the question for the department to promote men to firemen or engine drivers as the case may be if there is not sufficient work to keep them fully employed in the higher position. The department makes promotions on as liberal a scale as possible, but it must be evident to you that with reduced train services fewer engine drivers and firemen are required than formerly, and this manifestly limits the opportunities for promotion that have prevailed hitherto.

No superannuated engine driver has resumed duty.

Since January last only three engine drivers have given notice of their intention to retire on superannuation, and if these men had been allowed to cease work at once without working out the three months required by the act it would not have affected the position as regards promotion of other members.

I am, etc., E. H. HILEY,  
General Manager

### A Voice From Leeds, England

A committee is at work on the reform of the House of Lords, which, like the eight-hour day, is long overdue: It is perfectly ridiculous that in a professed democratic country a rich man can buy himself a seat in the House of Lords by a fat dole to party funds. Thus he buys

the power to legislate, to throw out democratic measures, and to protect the sacred rights of the old nobility. We want a clean sweep of Bishops and Peers, and a properly constituted Second Chamber over which the electorate will have some control.

The Labor Unrest Commission has presented its report, putting high food prices as the first cause of unrest, and industrial fatigue as No. 8. A significant number! There would be less fatigue and more happiness if every man worked eight hours and not more each day. Other causes are loss of liberty, loss of confidence in the government, and lack of housing. One result has been the subsidized loaf, the cost of which we pay in taxation. A funny sort of remedy.—*The Locomotive Journal*.

### Oppose Taylor System in Australia

A report from Sydney, New South Wales, Australia, says: The government-owned railroads of New South Wales are tied up because of an attempt to enforce the American-discredited "Taylor" system on employees.

Over 7,000 engineers, firemen and metal workers suspended work after the government refused to submit the question to an impartial tribunal.

The objectionable plan establishes a speeding up system and provides that sub-foremen shall keep a time record of work done by employees, who do not see the cards and do not know what is put on them. Under this system men are called upon to explain reasons for slow workmanship, in some cases several weeks after the particular work was performed by them and after they had forgotten the reason for losing a few minutes' time.

The strikers answer the government's claim that the new system is a money saver by showing that the scheme necessitates the appointment of about 140 sub-foremen at wages varying from \$1,000 to \$1,600 a year with all staff privileges and first-class passes on the railroads, in addition to extra clerks.

The men also claim that the government has violated its pledge that no alterations

of working conditions will be introduced during the war period.

Since the strike started, the workers charge other "sweating" methods on the government-owned railroads, and that there have been times when they were afraid to give evidence before the arbitration court, for fear of being penalized. Engineers say they have not received a wage increase in 15 years, despite increases in the cost of living.

A vicious spy system has also been installed by the government. A feature of the strike is the collections taken up at the end of a run by passengers who sympathize with the government. These collections are handed to strikebreaking engineers and firemen, although the government railway and tramway by-laws provide:

"No person shall give or offer a gratuity to any employee of the chief commissioner under a penalty of £2 (\$10)."

With the news of a strike of New South Wales government railroad employees against the Taylor system, trade unionists in Washington, D. C., recall their successful fight in the last two congresses against this and other stop-watch schemes. Trade unionists were combatted by anti-union manufacturers, who attempted to have the government adopt the plan for the moral effect in their shops. The workers succeeded in checking this movement by securing anti-stop watch provisions in the naval, fortifications, army and sundry civil appropriations bills.

One of the strongest arguments was a decision by the solicitor of the Federal Department of Labor, who ruled in favor of compensation to a worker employed at the Mare Island (Cal.) navy yard who was suffering from a nervous breakdown because of one of these systems.

"Under this system," said the solicitor, "a time man equipped with tablet, lead pencil and stop watch, sat in front of the worker to find out how long it takes to do a certain piece of work." The report to headquarters was your future standard for that class of work.

"The Halsoy system is designed to get out of the men employed under it the greatest possible amount of work he can do in a given time, with the fear ever

hanging over his head that a failure to keep up to the standard will cause him to lose his job.

"It certainly seems that such treatment of a man engaged in heavy manual labor, necessitating also the use of the intellect, would be sufficient to upset the mind of an ordinary individual and produce insanity."—*Weekly News Letter*.

### Revision of Wage Scale Paid in Navy Yards and Arsenals

THREE RATES ESTABLISHED FOR SKILLED TRADES IN NAVY YARDS IN PLACE OF FIVE—WILL GO INTO EFFECT AT ONCE

The navy yards and arsenals wage committee, made up of representatives of the Departments of War, Navy and Labor, has completed its revision of the scale of wages paid in arsenals and navy yards, and the new scale will go into effect as soon as the new payrolls can be made up.

The committee after careful examination of local rates has been guided to a great extent by the desirability in the present national crisis of war of making the rates to be paid as nearly uniform in all sections of the country as circumstances will allow.

#### CHANGES IN NAVY YARD SCALE

In regard to the new navy yard scale the most important change is the reduction of the number of rates in any one trade to three. Heretofore most of the skilled trades have been graded into five rates, the men in the lowest rates receiving often a little more than unskilled labor. Hereafter there will be but three rates, the lowest to be paid not more than \$1.04 per diem less than the first-class men. For instance, if the top rate for machinists is \$4.64 a day, the third rate must be at least \$3.60 instead of as at present in some cases as low as \$3.04. The increases given in the maximum rates will be found to average nearly 10 per cent.

#### SOME RECOMMENDATIONS REDUCED

In some cases the recommendations of the local navy yard, as in the case of some trades at Puget Sound, have been slightly reduced in view of the abnormal

situation in that locality, which is out of line with the rest of the nation; the scale given by the committee shows, nevertheless, an actual larger percentage of increases and a higher maximum of pay than in any other navy yard on either coast. In other cases, notably Mare Island and New York, the increases given are greater than the recommendations of the local authorities.

The committee has approved the recommendations of the commanding officers at the arsenals. At certain of the arsenals in certain trades there remain appeals on which no decision has been reached.—*Official Bulletin*.

### Women Are Paid Less

Women are being substituted for drafted men in Dallas, Tex., and are paid one-half the wages paid men, reports Earl Ferguson, State Organizer of the Texas State Federation of Labor.

"Organized labor should use every influence to remedy this evil," says Ferguson, "even to the extent of withdrawing their patronage from the firms of this kind."—*Weekly News Letter*.

### Car Shortage is Further Reduced

Reports just made by all the railroads of the country to the American Railway Association show that on September 1 the excess of unfilled orders for cars in some parts of the country over surpluses of cars in other places was 31,591, a reduction of 14 per cent as compared with the previous month.

In the latter part of April, when the railroads' war board was organized to co-operate with the Government in all matters of the railroads affecting the conduct of the war, there was an excess of unfilled car requisitions over surpluses amounting to 148,627 cars. As it was impossible to create cars over night—not to mention locomotives, terminal facilities, tracks, and other facilities just as badly needed—the war board directed its first efforts at securing greater use of the facilities which existed, mainly freight cars. The object was to more nearly take care of all the orders of the Government

and shippers as well. Railroads were instructed to do things within their own province which would increase the efficiency of equipment and at the same time to secure the co-operation of shippers, consignees, and commercial bodies.

The success of the combined efforts of State and Federal regulative bodies, shippers, commercial organizations, the railroads, and seasonable weather, may be seen from the fact that while the railroads have with practically no increase in facilities handled the greatest amount of freight in their history in the past four months the excess of unfilled car orders has been cut down from 148,627 on May 1, to 106,649 on June 1, to 77,682 on July 1, to 37,062 on August 1, and to 31,591 on September 1, thus achieving an improvement in four months of 78 per cent. — *Government Official Bulletin*.

### War

Honest men are differing about this present war as honest men differed sixty years ago. To us our participation in the struggle has seemed inevitable and unavoidable. But shall we not be high-minded enough to refrain from the use of contemptuous names and terms of reproach when speaking of those who do not agree with us? None of us has a monopoly of all the truth or all the right.

To tens of thousands of us this appalling war has at last come to our very doors. When a son who has been trained to hate all cruelty and war looks into your face and says, "I must go. I can die but once, and never in defense of what seems to me a holier cause," the distance from your hearth-stone to the battle-fields of France seems but a step.

The Christian spirit is eternally opposed to war. It must be. Its goal is the recognized brotherhood of all men. But is it unchristian for one brother to defend a holy cause from the assault of another brother whose unrighteous attack, so far as the first can see, is on the side of evil and not of good?

The devotion of money and service to the welfare of the horses used in this war will mean, in the end, a distinct gain for humane work. Never has so much been

done before to relieve their sufferings and save them from unnecessary hardship. — *Our Dumb Animals*.

### 1,300,000 Hides Stored

The *New York World* says that tanners and wholesale leather dealers estimate that more than 1,300,000 sole leather hides and about 300,000 hides suitable for "uppers" are being held in storage warehouses in this city and vicinity at the orders of packers, importers and speculators who are "holding out" for a higher market.

Although the prices for shoe leather hides are higher today than ever before known—more than twice as high as they were in 1908—the companies dealing in hides refuse to sell at these prices, and the tanners and brokers who supply the shoe manufacturers who have orders for the United States Army are having difficulty in filling the orders.

"And yet," says the *World*, "a visit to any good retail shoe store will prove to any wearer of shoes that he must pay from \$1 to \$4 more for a pair of shoes this year than he did in 1915. Shoes that retailed at \$7 and \$8 a pair have jumped to \$9, \$10, \$11 and \$12, depending on where one gets them. The very best made shoes that formerly retailed at \$10 and \$12 now bring \$11 to \$16."

The leather dealers, tanners and brokers unanimously place the blame for present conditions on packers and importers who, it is asserted, control the hide market not only in this country, but in South America. At the same time they are inclined to accuse the manufacturers of doing a little holding out themselves. — *Weekly News Letter*.

### Reasonable Sobriety

A small, henpecked little man was about to take an examination for life insurance.

"You don't dissipate, do you?" asked the physician, as he made ready for tests. "Not a fast liver, or any thing of that sort?"

The little man hesitated a moment, looked a bit frightened, then replied in a small, piping voice: "I sometimes chew a little gum."



# THE JOURNAL

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

NOVEMBER, 1917

## Our Soldier Members

The Honor flags with red border and white ground, with blue stars indicating the number enlisted from the home, the office, the bank, and various plants where men are employed, are quite common, but very few are more expressive of loyalty than the flag on the B. of L. E. building the Grand Chief has had filled with one hundred and twenty-eight blue stars representing the number of members of the B. of L. E. who have cast their destinies with Uncle Sam's defenders, as they were reported to the Grand Office. The three leading elements in our war movement are: first, the soldier; second, money to provide for their needs, and what they must use as belligerents; and third, the railroads to transport both to their various designations, and in this view our whole membership is close to the line of the Country's defense and progress. All have learned discipline which makes them an efficient part of the war forces of our Country, and we take great pride in the

thought that our membership occupies so conspicuous a place in the war movements. With this close touch with the Government's needs, we naturally feel great pride in adding the blue stars to the white field of the Honor flag waving in the breeze from the staff on the headquarters of the organization.

Those who have enlisted have had a long period of discipline, and possess the element that makes the good soldier; so their schooling will be principally confined to learning the manual of arms, and big guns, and we feel that every one of those of our members who cause the blue star to be placed in our flag and make the sacrifice of home comforts for our Country's sake, will be an honor to the service, as they are to the Brotherhood of Locomotive Engineers.

## Will the Public Absorb the Lesson?

A few days since the Editor, while at luncheon, heard an extensive employer of men in a foundry where they were fighting organized labor, say that if the labor gang came near his place to interfere with his business, he would shoot them as soon as he would a dog.

There is a large factor of the public who have not been personally affected by this attitude of the employing and commercial class, who have condemned organized labor, and have favored armed forces to suppress them, because they demanded what they considered justly due from such employers.

Now the war creates an opportunity for self-interest to show how much consideration it has for anybody or anything beyond business and profits, while some are not backward in saying, "We get all we can," another way of saying what Vanderbilt was accused of saying, "The public be d—d," and because of the undesirable and unreasonable conditions imposed upon all classes, the great mass of the public affected by it have become aroused and combined their forces in protest, just as organized labor does, and for the same causes.

This combined protest of the restricted needs and exorbitant price unjustified by any possible theory has resulted in re-

strictive laws by Congress, the formation of a great national and state force to subjugate greed, and compel decent consideration of the common welfare of the people; to fix prices on reasonable lines, and use the power of combination as organized labor does, to compel justice.

Will the public, after this experience, recognize the need of organized self-help among laboring men?

It is said, and truthfully, that "no evils are ever effectively cured except by those who suffer from them," and labor knows this is a truth, and hence organized labor becomes a permanent factor to deal with the evils, in the form of restricted opportunities, and living conditions.

Organized labor has been trying to catch up with the increased cost of living, and there have been many controversies in connection with it; if the cost of living is modified, the contentions will be modified in like proportion, and it is hoped that the lesson the public is now learning will make it more tolerant of the struggles of organized labor to accomplish what the public is trying to do now, by similar means, and for similar reasons.

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### Our Law-Making Body

It has been a recognized fact for many years that our legislative body is too large for efficient work, and altogether too expensive for the membership who have the bill to pay. At the Pittsburgh convention, in 1890, Brother Gregory presented an elaborate plan upon which he had worked a year. It was a district plan, the delegate to be elected under it to be the popular man in the district, and was naturally opposed by all of the *every convention* delegates, and there were many, so the plan was shelved, with little delay; but the subject was not buried with it, though the discussion has been mostly individual, through the JOURNAL, but the last convention had an object lesson.

We now have an office building with a beautiful auditorium capable of seating on the ground floor a little over 800, and while the members of the United States Congress could be seated on this floor, together with 350 guests, at the 1915

convention this space was all taken and a section of the balcony partitioned off to accommodate all of the delegates, and with a knowledge that the United States Congress is composed of 426 members including members-at-large, who represent all the people, with twice as many delegates present, representing 74,000 members, presented a picture of our waste in time and money, by having delegates representing so few as 15 members in some cases, and an average of but 87 for the whole organization. The subject was so well illustrated that those who favored a smaller representation were enabled to present the subject forcefully, which resulted, after lengthy discussion, in the appointment of a committee. The report of that committee, which was adopted, put the duty upon the First Grand Engineer to formulate a plan which, if it met the approval of the Advisory Board, was to be submitted to the membership for their adoption or rejection.

Brother Prenter has put a great amount of work and thought in his plan, which meets the approval of the Advisory Board, and is to be submitted to the membership to be voted upon at the coming election of officers.

It is worthy of thoughtful study by every member of the Order; it conserves community of interest in making the delegate a representative of the membership he works with and with whose needs he is familiar, and in arriving at an estimate of the value and practicability of the subject as presented by Brother Prenter, we desire to suggest a few thoughts for those who have not made a study of the question.

First, there is no distinction between the loyalty of the delegate serving with a credential and one who renders the same kind of service with the authority of a proxy.

We would suggest that each member estimate for himself the cost of 850 delegates at \$8 per day from the time they leave home until they return, approximately 30 days. We get more familiar with facts if we make our own estimates.

While the delegates were paid from the general fund in 1915 the money was con-

tributed by the whole membership, and there is no law for this payment; on the contrary, the law prescribes that when needed to meet expenses, the Executive Committee shall have power to levy an assessment, but whichever way it is done, the membership pay the cost.

If 424 congressmen can do the legal work for the whole people of the Nation, why cannot 400 delegates take care of our like affairs?

There is no place for political preferment in the estimate of its fairness and benefits.

It involves our common welfare and the cost of administration. If \$100,000 can be saved by adopting the plan and leave that much in your pockets, what is your individual judgment as to the advisability of adopting it?

We are not trying to influence any one either way, but we feel that it would be unfortunate if each and everyone does not give the subject earnest consideration now that the opportunity is presented for you to express your preference, and we point out some of the features that should be taken into consideration in making your decision.

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### Loyalty, Consistency

The city of Cleveland has hundreds of billboards, and they look as though the greatest circus on earth was about to put in an appearance, but the subject is not a circus, but *war*. They are laden with precepts for the poor and the middle class: *Food Will Win the War; Don't Waste It, etc., etc.*

Under the heading of *Seriously*, the Cleveland Trust Company says, "All habits must be adjusted to the emergencies of the hour. Spending must be curtailed; savings must be increased; earnings must be forced through longer toil and harder effort."

We agree that there is an "emergency of the hour," and that "spending must be curtailed," because with most of the working class there is not enough to buy absolute necessities, and we agree that "earnings must be forced" if they are increased at all. We do not object to the banking hours of those who are

prone to giving such fine precepts; but with \$3.50 coal held up for an \$8.00 price and nearly everything else carrying the same load of profit, it would seem consistent to suggest that reasonable profits might be a practical lesson that would be better appreciated.

Perhaps those who have acquired the "habit" of selling what the public needs and must have, at abnormal profits, do not realize that there is "an emergency of the hour," and consequently that the individual loyalty in their precepts is largely superficial, otherwise the need of Food Commissions, an army of investigators into high cost, and threats of the Legal Department of the Government to make commerce decent, would not be necessary.

Ohio has an abundance of coal, and yet there is not a city or hamlet in the state that has coal enough to last a month, evidently because the coal barons are dissatisfied with the price fixed by the Government, at a reasonable profit, and with the demonstrated loyalty of the laboring and middle classes, with their sons in the army, and a great part of them denying themselves every luxury to buy Liberty Bonds and help the Government with means to sustain the army in the field, when our excess profiteers tell us to work longer hours and eat less to help win the war, it comes very near the burlesque treatment of a serious subject.

We are not objecting to precepts which teach moral obligations if they come from those who practice them.

If the commercial factor of our country will really recognize that there is "an emergency of the hour" that applies to them, that means that they must "create the habit" of reasonable profits, "live and let live," we can assure them that the great majority who must buy their needs with the results of their labor will gladly adopt the precepts given by Theodore Parker, who said: "Let us do our duty, in the shop or our kitchen, in the market place, the street, the office, the school and the home, just as faithfully as if we stood in the front rank of some great battle line, and knew the victory for mankind depended upon our bravery,

strength, skill and honesty of purpose; when we do that, the humblest of us will be serving in that great army which achieves the welfare of the world."

General Grant in writing his Memoirs said, "There are many things in the affairs of men not brought about by their own choice." His subject was war, and we can all easily apply the above quotation. We stand for a democratic government, "a government by the people and for the people," but we must realize that under present conditions duty has the call over all other desires, and that in a democracy none are excused from restricting their liberty to a common welfare, and unreasonable profits to the detriment of both the people and its government has in it the element of the slacker, so roundly condemned by those who desire profits that are out of harmony with the country's needs.

Laws grow out of circumstances, and the laws for the regulation of profits within bounds of reason, with their penalties, are the product of the abuse of privilege, taking advantage of circumstances to augment profits, and regardless of the consequences to buyers or the welfare of the Government itself.

With living expenses increased one hundred per cent, these profiteers refuse to advance wages in keeping with it, or sell products at the price fixed by the Government with reasonable profits, and resort to every means to prevent it.

The U. S. Department of Labor reports 72 wage controversies dealt with by the Department in thirty days, from June 15 to July 15. Of these, 43 were settled and 29 are still pending, among them were seven steel plants, three copper interests, and nine coal mines, evidently waiting for the Government to add the advance if it is made, to the basic price of the commodity, but it shows the attitude of the closed shop combination which presumes to run their business their own way, and without consideration of any other interest, and concede nothing except when compelled to by organized forces, or by the United States Government.

This is no time for capital to exploit the whole people. It is no time for the

exploitation of labor, and it is no time for labor to exploit capital, if, by any power they possess, that is possible.

There should be neither piker nor slacker during the dire need of the people and the Nation.

We agree that there is "an emergency of the hour," that strenuous efforts must be made to keep pace with the needs of the Nation. It is a time when we must expect men to pause, and men to give precepts; they are natural parts of the great emergency, the precepts are good, but the practical example far better and always consistent. It is a time when self-interest should conform to duty to our fellow man and the interest of our common country, when all should get in line doing every duty that the welfare of the nation demands, even though it be reasonable profits.

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#### Union Recognition in Colorado

B. M. Manly, in an article appearing in the *Cleveland News*, says that John D. Rockefeller, Jr., is negotiating with officials of the United Mine Workers looking to unionize the mines of the Colorado Fuel and Iron Company, looking to an agreement to end the labor wars, and says, "No one knows whether it is a change of heart, or is due to labor shortage created by the war."

We do not feel competent to judge as to cause, and are not disposed to question motive, as we believe that men with intelligence and who have had Christian teaching, even though brought up in environments in which it is taught that "might makes right" and that property right takes precedence over human rights, except in written contracts; that by mingling with and a study of the natural tendencies and needs of the people as a whole, he many come to a conclusion that the power that rightly governs the destinies of a people is not planned with a minority dominating over a helpless majority; that it is not the province of a small minority, because of their wealth, to dictate in all things and take to themselves the major portion of all profits, and to live in affluence while they apply the barbarous rule of supply and demand

to all who from necessity must serve, or to deny to the great majority more than their share of the warm sunshine, the running water, the fresh air and reasonable recreation, that is for everybody.

We note that the *Cleveland Leader* predicts that this change will come "as soon as human beings become sufficiently civilized to help each other instead of murdering each other in war, and swindling each other in peace." Is Rockefeller in advance of his associates in learning the true Christian law, "Do as you would be done by"? If so, we say with the Book of Common Prayer, "Grant that the old Adam in these persons may be so buried that the new man may rise up in them." "Whatsoever a man soweth that shall he reap," and if the leaders in the minority of wealth sow the seed of human kindness in the conduct of their business, we shall have recognition of the worth of work not measured by the competitive needs of men, but a just reward for service which will insure co operation and benefit all interests, and give opportunity for mental development; give hours for work that are humane; hours for recreation that not only add to the pleasure of living but to better working efficiency, in which both capital and labor may profit.

Bishop Williams, in a sermon on the life-message of Jesus, said: "Jesus and his Apostles preached an everlasting gospel of essential righteousness, justice and brotherly love, whose principles wherever and whenever apprehended and applied, have everywhere and always inspired men to rise up and deal effectively with every form and manifestation of social wrong and injustice."

The time seems about to pass when moral worth, and that of service, is little valued because the power of money is exercised in the interest of the few, and that it may be possible that there may be another demand for a charter of rights, not from King John, but by and for the many by the voice of the majority.

While we recognize that the law of life is death, and that the law of right is force, and that our liberties are circumscribed by law, we do not concede to capital a right to corner the market of all the

material needs of labor by forming a union of interests, while labor is denied the same privilege by them. If capital can combine and raise the cost of living fifty per cent, it follows that labor representing ten times as many has an equal right to combine and demand an increase equal to increased cost of living, and no class of employers will concede that unless labor is in condition to demand it of them.

The working man's love of liberty and country is equal, if it does not surpass, that of the employing class, and their desire for home comforts, education and honorable citizenship is as commendable.

Daniel Webster, in discussing the rights of labor, is quoted as saying: "Labor is one of the great elements of society, the great substantial interest on which we stand. Not feudal service or servile toil, or the irksome drugery of one race of mankind subjected on account of color, race or condition, but intelligent, manly, independent, thinking and acting for itself; earning its own wages, accumulating those wages into capital, educating childhood, maintaining worship, claiming the right of the elective franchise, and helping to uphold the great fabric of the state. That is American labor, and all my sympathies are with it, and my voice, till I am dumb, will be for it."

Where there is no mutuality in the conduct of a business there can be little mutuality of interest in the factors employed in it. If there is to be efficiency there must be a satisfying condition of service on the part of all engaged in the enterprise. Possibly this fact is influencing the employers to recognize the miners' union in Colorado.

We do not discuss this subject from an equality standpoint, but that of common justice and right, and we agree with Longfellow when he says that "some must follow and some command, though all are made of clay." But we are all human with human needs, and Timothy 1:18 says, "The laborer is worthy of his hire," and John 3:17 says, "But who hath the world's goods and seeth his brother have need, and shutteth up his compassion from him, how dwelleth the love of God in him?"

### No Party Politics

The law of the B. of L. E. prohibits the discussion of both politics and religion in the Division room. The law was made because these discussions had proven harmful, and tended to divide instead of solidify the membership so essential to the realization of the objects for which the organization was created, hence our political action as an organization must be non-partisan, so it becomes the discussion of the character and fitness of men who seek public office, their pedigree as to whether they are friendly to organized labor, or of those of known independence, who it is believed will do justice to all alike. These are essential subjects as an organized body, as our policy should be one of defense, and our ballots should favor those who favor us, regardless of political affiliations, and while there is no obligation that interferes with individual right to vote as he pleases, there is augmented political power and consistency in selecting candidates regardless of party.

We are in receipt of a clipping from the Birmingham, Ala., *Weekly Call*, sent in by Bro. J. C. de Holl, S.-T. Div. 436, giving an address delivered by Hon. Isadore Shapiro, member of the State Legislature, to members of the Order at a barbecue, and among many pertinent things he said:

"One of your chief mediums for service is your organization. If you stand by your organization your organization will stand by you; your organization is builded upon the basis of mutual benefit; and loyalty and devotion to organization means loyalty and devotion to every member of the organization." In alluding to political duty he said: "Vote for men, not for political party laurels, and consider merit and qualifications. Let me appeal to you to consider only the community welfare in your participation in public affairs."

Elections this fall will be principally confined to city administrations, but whether it be city or state, they all have their bearing upon the constitutional rights of organized labor, and our ballots should be of the union label character,

cast for men who are clean, qualified, and who it is believed will recognize the fact that those who "live by the sweat of their brow" have equal rights with those who live on the earnings of dollars.

Bro. M. C. Baldwin, S.-T. Div. 419, Brooklyn, N. Y., reports that one of their members, John F. Hylan, is candidate for the exalted office of Mayor of the city of New York, and expresses the desire of the membership in Div. 419, that the JOURNAL make mention of this fact as they consider it an honor to the Brotherhood, as well as to their much prized member.

John F. Hylan was born on a farm in Greene Co., N. Y., 49 years ago. The opportunities on the farm not being equal to his ambitions, he moved to Brooklyn in 1887, helped lay the tracks of the Brooklyn Railroad, was given a position as fireman, and eventually promoted to an engineer, but still being ambitious for higher attainments, he ran his engine days and studied law nights, graduating from the New York Law School, and was admitted to the bar in 1897.

He soon acquired a good practice, and made many friends. In 1906 Mayor McClellan appointed him City Magistrate, and he fitted in this place so well that at the solicitation of friends of all classes, Governor Glynn appointed him County Judge of Kings County, to fill a vacancy. At the following election in 1915, he was elected to the office by a very flattering majority. He is still a member of Div. 419, and that fact, and the recommendation of the members of the Order, ought to be sufficient guide for the ballot of organized labor regardless of political affiliations.

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### Organized Labor Honored

The trend of public opinion is well illustrated in the State of New York when the Senate rejects, a first and second time, the nomination of George W. Perkins as chairman of the State Food Commission, and on the nomination of John Mitchell, ex-president of the United Miners of America, to have his confirmation unanimous.

When the Senate of any State recog-

nizes that a manipulator of finance of the Morgan order who lunches on lobster, and practices none of the principles of food conservation, is unfit for such service, it is a long step in the direction of common welfare, and more democratic than most of our past experiences, and we hope to see more of this kind of political consistency.

John Mitchell has been chairman of the State Industrial Commission and rendered excellent service, and this last appointment not only honors the State Senate, but is a very high compliment, not only to John Mitchell, but to the laboring class he so faithfully and wisely served in its greatest crisis, when the Government recognizing the justice of the contention sustained the Miners' Association, and protected its future.

We hope that the chairman of the N. Y. Food Commission, who is familiar with common necessities of the average family, will begin his conservation at the top. Millions can be saved and still leave as good quality and quantity of food as the average, and this surplus will give less excuse for failure to contribute to the Red Cross, and buy Liberty Bonds.

IT GIVES me great pleasure to announce to the readers of the B. of L. E. JOURNAL that our Bro. G. W. Lloyd, member of Div. 271, B. of L. E., Covington, Ky., has been appointed assistant road foreman of engines with jurisdiction over the Cincinnati division and the C. & O. northern division of the Chesapeake & Ohio with headquarters at Russell, Ky.

Bro. G. W. Lloyd commenced firing December 18, 1901, and was promoted to engineer Oct. 11, 1905. He was General Chairman of the Brotherhood of Locomotive Fireman for three years and resigned to accept the position of air-brake instructor, and after one year in the position resigned to go back running. He was promoted to assistant road foreman of engines on Sept. 14, 1917.

While we regret to lose Brother Lloyd as an active member of Div. 271, yet we feel that our organization has been honored by his appointment.

We know Brother Lloyd to be competent to fill his present position not only

acceptably, but creditably, as he has both the ability and good sense to deal fairly with the company and the men as well, and we all join here in wishing him success in his new field of labor.

Fraternally yours,

E. E. GERBRICK.

BRO. L. W. MIKESELL, a member of Div. 11, has been promoted to the position of acting assistant road foreman of engines on the Vincennes division and Pennsylvania terminals at Indianapolis, Ind. The appointment was effective Sept. 22, 1917.

The writer has known Brother Mikesell for over 14 years, and can testify to his having always been a staunch member of the B. of L. E., and the members of Div. 11 feel proud that the Pennsylvania management has seen fit to select one of our number for the position. He has always been fair and impartial in his opinions and advice pertaining to the interests of the B. of L. E. and the company as well, so he will no doubt give the company the best of satisfaction, and will give the men under him no cause to complain, and we all unite in wishing him the fullest measure of success in his new position.

C. A. HICKS, Div. 11,

Indianapolis, Ind.

THE members of Columbia Div. 104 wish to express their appreciation of the honor shown this Division by the officials of the Pennsylvania Railroad Company in promoting one of our members to the position of road foreman of engines on the Philadelphia Division, with office at Harrisburg, Pa. We believe in the selection of Bro. G. W. Humble the company has secured a man fully capable of filling the position in a creditable manner, and we will endeavor to do our utmost as co-workers to contribute to his success.

Yours fraternally,

G. W. FAGER, S.-T. Div. 104.

BRO. EDWARD R. BOA, member of Div. 421, has been promoted to the position of road foreman of engine on the New York Central R. R., Syracuse Division, with headquarters at East Buffalo, N. Y.

Brother Boa commenced his railroad career in 1890, as a fireman on the West Shore Railroad, and was promoted in 1895 to the position of engineer, entering the passenger service as engineer in 1914, from which, on Feb. 1, 1917, he was promoted to the position which he holds at present.

Brother Boa has been a loyal and energetic member of the Brotherhood since January, 1897, having held almost every office in the Division. He was serving as Chief Engineer at the time of his recent promotion, and on account of holding an official position on the railroad had to give up his chair, which he very much regretted.

Brother Boa's friends feel that he has been given a deserved promotion and wish him every success in his official position. F. W. STONE, S.-T. Div. 421.

BRO. S. ARMSTRONG, of Div. 568, B. of L. E., has been appointed road foreman of engines on the Cherokee Division M. K. & T. Ry., with headquarters at Parsons, Kans.

Brother Armstrong has been a member of Div. 568 for 15 years, and has served the Division in the capacity of Chief Engineer and was filling that office when promoted. He has always been a conservative and efficient officer, and the members of Div. 568 have every reason to believe that he will fill the position of road foreman in the same manner and wish him all possible success.

Bro. W. H. Gallagher, of Div. 568, has been promoted to the position of road foreman of engines on the Shreveport Division of the M. K. & T. Ry., with headquarters at Greenville, Texas.

Brother Gallagher came to the M. K. & T. in 1896, and was the first member initiated into Div. 568 when that Division was organized. He served the Division in the capacity of Sec.-Treas., and was a delegate to the Harrisburg convention, and has filled the office of legislative delegate for several years, which office he was holding at the time of his promotion. Brother Gallagher has always been a loyal member of the B. of L. E., and the members of Div. 568 wish him success in his new position.

The promotion of these two Brothers makes four members of Div. 568 who have risen from the ranks in the last few years. Bros. J. H. Henley and E. E. Cornish who are filling the positions of traveling engineers for the Perolin Compound Company are both old and valuable members, and the Choctaw Division of the M. K. & T. and Div. 568 has good reason to feel proud of them.

Yours fraternally,  
JAS. MCCUSKEN,  
Sec. Div. 568.

## Links

B. C. WHELAN Div. 745 is justly entitled to the honor of being called one of the Banner Divisions. The work this Division performed on Sunday, Oct. 7, justly entitles it to that honor, and Grand Chief Stone, who was present at this meeting, at which 12 new members were enrolled in the ranks of the B. of L. E., said it was one of the best Divisions in the whole Brotherhood.

The meeting was divided into two sessions. At the morning session the candidates were initiated, and the writer expresses not only his own but the opinion of all who attended that no more promising looking lot of young men were ever initiated into our Order, anywhere.

The ceremony was carried out without a hitch of any kind which attested to the unusual ability of the officers of Div. 745, a distinction that is no secret among Brotherhood men here, and the recommendation of our Grand Chief that all present renew their obligation, together with the candidates, was a feature that was quite favorably commented on, and is a practice other Divisions would do well to follow, as the effect was a source of double benefit to the candidates and members.

After the initiation and an old-fashioned exchange of good fellowship between the old and new members, there was some speech-making indulged in, in which several speakers brought out some of the very good reasons why every man who runs a locomotive should be a member of the B. of L. E., showing that he owed it to himself and his family and his fellows that he pledge his interest and his loyalty to the principles which the B. of L. E. stood for, that he and his fellows and his family might profit thereby.

Bro. Harvey Fehr of the Grand Office was the first speaker, and he briefly referred to wisdom displayed by the candidates in joining us, saying it was the best day's work they had ever done for themselves. He spoke of the urgent need of the most hearty co-operation between all men of our craft which could only be had by all lining up together solidly under one banner, adding that when a 100 per cent membership could be shown it would be the most powerful leverage possible for securing good results in our dealings with our employers.

Bro. Harry Daugherty of the Grand Office followed, paying some neat compliments to Div. 745 for its sound financial condition. He referred to the blessing of the eight-hour day, saying that it would grow in favor as time passed, as it was the dream of years finally realized. He said that there was no doubt that present cost of living had robbed the shorter day



of some of its luster in the eyes of some, but that when conditions became normal it would stand out as the greatest victory organized labor had ever achieved.

Brother Rodgers of Div. 273 began his remarks by saying that it was very evident to him from what he had witnessed there, and from impressions gained by general observation, that the young men of today were doing some thinking on their own account, and were coming to believe as we do, that in order to gain best results the most hearty co-operation between all locomotive engineers was absolutely necessary.

Bro. Wm. Miller urged the new members as well as all others to take full advantage of the financial benefits the Brotherhood had to offer them at the lowest possible cost, saying that it was hard to account for the indifference of some of our members in that respect.

Brother Gridley, one of our Grand Organizers, spoke of the difficulty of trying to account for the failure of some men who are running engines to see that their interests would be best served by becoming members of the B. of L. E. He remarked that they seem to have the impression usually that the cost of membership in the B. of L. E. is greater than that in the junior organization, but added that a comparison between the cost per year of young men in either Order would prove them wrong, when all things were considered, as the benefits of the B. of L. E. were incomparably better than they could get in any other Order.

Grand Chief Stone was the last speaker and he gave an outline of the work the organization was now doing, and had for some years been doing, that was both a treat and a revelation to his audience. He referred briefly to the recent efforts to secure the eight-hour day, the greatest victory that organized labor could boast of, he said, and one that would be better appreciated as time wore on.

He advised the utmost loyalty of the men to the interests of the company employing them, but said that spirit was best instilled into the men through a strict observance of the rules and regulations of the Brotherhood.

Brother Stone deplored the laxity of attendance at Division meetings, saying it was one of the greatest drawbacks to our success. He then referred to the immense amount of work of the representatives of the four train service Orders during the past summer during which time awards were applied to 212 railroads, the work entailed the reading and discussing of every feature of each schedule. He said it might interest some who thought lightly of the work that \$17,000,000 in back pay was paid to those affected by the new regulations.

Directing his remarks to the 12 young men who had just been initiated he said, what benefit they would get out of the B. of L. E. would depend largely on how much they paid in; not so much in dollars and cents as in whole-hearted interest in its welfare. In conclusion, he said that in the dark days of last March, when the railroad representatives in Washington said that the case of the Brotherhood was lost, he told them that if the worst came to pass and the Brotherhoods were defeated, that out of the ashes of their defeat would rise, phoenix-like, a condition that would terrorize not only capital, but the whole civilized world as well. Brother Stone regretted the attitude of some of our new men who were inclined to yield some of the benefits of the great settlement, notably that of the 20-minute lunch period for yard engineers, and complimented Mr. Elisha Lee on the broad-gauge and even liberal spirit he displayed in the application of the eight-hour day and other regulations necessary to make it fit into other working conditions.

Space forbids further comment on this meeting of Division 745, excepting to say that after luncheon the greater number of the 60 members that attended the morning session returned to the Division in the afternoon, where a general good-fellowship meeting was held, which ended with a feeling that a good day's work had been accomplished.

A VISITOR.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of Tim S. Sullivan, member of Div. 253, who when last heard from about three years ago, was at Greenville, Pa., will confer a favor by corresponding with H. M. Stetler, S.-T. Div. 253, 4428 Congress street, Chicago, Ill.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Sept. 21, cancer, Bro. Wm. W. Warring, member of Div. 1.

Battle Creek, Mich., Oct. 7, heart disease, Bro. Thos. Butler, member of Div. 2.

Council Bluffs, Iowa, Sept. 24, heart trouble, Bro. J. B. Blaine, member of Div. 6.

Indianapolis, Ind., Sept. 18, cancer, Bro. John T. O'Hern, member of Div. 11.

Memphis, Tenn., Sept. 23, pneumonia, Bro. B. Rials, member of Div. 23.

- Columbus, Ohio, Oct. 1, dropsy, Bro. Wm. Burk, member of Div. 34.
- Elmira, N. Y., Sept. 18, diabetes mellitus, Bro. Chas. H. Allen, member of Div. 41.
- Elmira, N. Y., Sept. 20, apoplexy, Bro. E. B. Hewitt, member of Div. 41.
- Philadelphia, Pa., Sept. 15, nephritis, Bro. N. R. Trout, member of Div. 45.
- Linden, N. J., Oct. 8, operation, Bro. Chas. Spillinger, member of Div. 53.
- Jersey City, N. J., Sept. 12, asthma and old age, Bro. Geo. Woolsey, member of Div. 53.
- Port Jervis, N. Y., Oct. 7, Bro. H. Hammond, member of Div. 54.
- Charlestown, Mass., Oct. 1, cerebral meningitis, Bro. John H. Russell, member of Div. 61.
- Winter Hill, Mass., Oct. 1, cerebral hemorrhage, Bro. Chas. L. Upham, member of Div. 61.
- Newburyport, Mass., Sept. 7, chronic nephritis, Bro. C. H. Clifford, member of Div. 61.
- Philadelphia, Pa., Oct. 7, pulmonary tuberculosis, Bro. E. G. Boyer, member of Div. 71.
- Stratford, Conn., Sept. 24, double pneumonia, Bro. O. B. Hadsell, member of Div. 77.
- Waterbury, Conn., Aug. 31, Bro. Austin Wheeler, member of Div. 77.
- Florence, S. C., Oct. 3, run over by engine, Bro. E. E. Stallings, member of Div. 84.
- Laramie City, Wyo., Sept. 15, arterio sclerosis and pernicious anemia, Bro. D. H. Brees, member of Div. 103.
- St. Joseph, Mo., Sept. 27, chronic Bright's disease, Bro. J. D. McKinney, member of Div. 107.
- Philadelphia, Pa., Sept. 13, cerebral hemorrhages, Bro. Samuel W. Fine, member of Div. 109.
- Cheyenne, Wyo., Sept. 18, Hodgkin's disease, Bro. E. J. Mohatt, member of Div. 115.
- Lima, O., Sept. 24, suicide, Bro. W. A. Burke, member of Div. 120.
- De Soto, Mo., July 31, Bro. R. H. Lanham, member of Div. 123.
- Oswego, N. Y., Oct. 5, hardening of arteries, Bro. John Burns, member of Div. 152.
- Sparks, Nev., Aug. 14, head-on collision, Bro. L. Rasmussen, member of Div. 158.
- New Castle, N. B., Sept. 22, paralysis, Bro. W. J. Furze, member of Div. 162.
- Cleveland, O., Aug. 30, paralysis, Bro. John Coughlin, member of Div. 167.
- Syracuse, N. Y., Sept. 19, bladder trouble, Bro. A. A. Cummings, member of Div. 169.
- Denver, Colo., Sept. 8, cancer, Bro. Lewis J. Rogers, member of Div. 186.
- Huntington, W. Va., Sept. 7, septicemia, Bro. F. C. McDaniel, member of Div. 190.
- San Antonio, Texas, Sept. 15, Bro. H. J. Holme, member of Div. 197.
- San Francisco, Cal., Sept. 11, Bro. John Quinn, member of Div. 197.
- Cartersville, Ga., Sept. 22, cancer, Bro. W. M. Rhodes, member of Div. 207.
- Mansfield, O., Sept. 13, complications, Bro. C. D. Hamilton, member of Div. 208.
- Macon, Ga., Sept. 25, Bright's disease, Bro. P. L. Shedd, member of Div. 210.
- Huntington, Ind., Sept. 20, operation, Bro. Chas. Smeltzly, member of Div. 221.
- Lincoln, Nebr., Sept. 17, heart failure, Bro. H. B. Ickes, member of Div. 222.
- Livingston, Mont., Aug. 28, peritonitis, Bro. H. L. Westcott, member of Div. 232.
- Scagway, Alaska, Aug. 23, engine struck by rock slide, Bro. W. C. McKenzie, member of Div. 238.
- Phillipsburg, Pa., Sept. 11, aneurism of aorta, Bro. C. B. Hees, member of Div. 255.
- Derry, Pa., Sept. 13, paralysis, Bro. A. W. Plowman, member of Div. 310.
- Cleveland, O., Sept. 6, cancer, Bro. F. P. Lieblein, member of Div. 318.
- Concord, N. H., Sept. 12, cerebral thrombosis, Bro. C. S. Woods, member of Div. 335.
- Shenandoah, Va., Sept. 23, Bro. J. M. Manning, member of Div. 351.
- Cumberland, Md., Sept. 29, Bright's disease, Bro. A. M. Tabler, member of Div. 352.
- Martinsburg, W. Va., Sept. 29, heart failure, Bro. J. H. Orem, member of Div. 352.
- Calgary, Alta., Can., Sept. 17, 1916, killed in France, Bro. H. Graham, member of Div. 356.
- Minneapolis, Minn., April 29, hardening of arteries, Bro. J. P. McGuire, member of Div. 357.
- E. Las Vegas, N. M., Sept. 15, Bright's disease, Bro. J. W. Christal, member of Div. 371.
- Fond du Lac, Wis., Oct. 8, head end collision, Bro. Jas. McAdams, member of Div. 372.
- Ashland, Wis., Oct. 8, killed, Bro. R. W. Harrison, member of Div. 379.
- Sayre, Pa., Oct. 9, paralysis, Bro. John Cole, member of Div. 380.
- Sayre, Pa., Sept. 16, typhoid fever, Bro. Joseph Flynn, member of Div. 380.
- Havre, Mont., Sept. 8, heart failure, Bro. Harry S. Best, member of Div. 392.
- Roanoke, Va., Aug. 3, Bro. J. W. Word, member of Div. 401.
- Milwaukee, Wisc., Sept. 14, paralysis, Bro. Herman Schutt, member of Div. 406.
- Trinidad, Colo., Oct. 6, automobile turned over, Bro. S. E. Furlow, member of Div. 430.
- Elmira, N. Y., Oct. 4, head crushed, Bro. L. E. Bentley, member of Div. 434.
- Bedford, Va., July 24, arterio sclerosis, Bro. I. Adams, member of Div. 436.
- Madawaska, Can., April 22, 1915, killed in France, Bro. Percy Crowley, member of Div. 469.
- Smithville, Texas, Sept. 23, appendicitis, Bro. R. R. Upton, member of Div. 475.
- McMechen, W. Va., Sept. 22, heart trouble, Bro. E. Lemon, member of Div. 477.
- Joliet, Ill., July 11, paralysis, Bro. John W. Krohn, member of Div. 478.
- Cleburne, Texas, Sept. 6, cancer, Bro. W. A. Nail, member of Div. 500.
- Great Falls, Mont., Sept. 14, killed, Bro. Hiram J. Carter, member of Div. 504.
- St. Paul, Minn., Sept. 21, killed, Bro. Martin Maloney, member of Div. 516.
- Halleyville, Okla., July 11, shot, Bro. J. H. McCleery, member of Div. 539.
- Shawnee, Okla., July 16, hemorrhage of brain, Bro. J. B. Blacknall, member of Div. 539.
- Greenville, Texas, Sept. 14, scalded, Bro. R. M. Coffey, member of Div. 573.
- Republican, Nebr., Sept. 13, cancer, Bro. M. R. Gates, member of Div. 623.
- Benton, Wisc., Sept. 27, cancer, Bro. James Quinlan, member of Div. 644.
- Roselle Park, N. J., killed by automobile, Bro. Paul Kratzel, member of Div. 688.
- Elberta, Mich., Sept. 16, Bro. Nelson Raymond, member of Div. 702.
- Fitzgerald, Ga., Oct. 3, Bright's disease, and paralysis, Bro. W. H. Hodge, member of Div. 706.
- Jeffersonville, Ind., Oct. 13, diaphragmatic, Bro. Edward F. Tracy, member of Div. 712.
- Jeffersonville, Ind., Oct. 2, empyema, Bro. John O'Neal, member of Div. 712.
- Macon, Ga., Sept. 15, scalded, Bro. H. P. Bledsoe, member of Div. 736.
- Parkersburg, W. Va., Sept. 11, exhaustion from dementia, Bro. John H. Fry, member of Div. 794.
- Blue Island, Ill., Oct. 13, killed, Bro. H. C. Ruthrauff, member of Div. 815.
- Detroit, Mich., Aug. 15, killed, Bro. Wm. H. Miles, member of Div. 831.

Peru, Ind., Oct. 8, typhoid fever, Bro. E. L. Reese, member of Div. 840.

Crookston, Minn., July 13, cerebral hemorrhage, Bro. Geo. A. Titus, member of Div. 842.

Waterbury, Conn., Sept. 1, suicide, Bro. R. A. Thompson, member of Div. 867.

Rootstown, O., Sept. 30, A. H. Hallock, father of Bro. D. R. Hallock, member of Div. 745.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 3—A. C. Scott, from Div. 542.
- 5—Geo. A. O'Neill, from Div. 327.
- 10—J. L. Nissen, from Div. 28.
- 14—John W. Babcock, from Div. 227.
- 42—Fred Staley, from Div. 123.
- 44—W. W. Wellman, from Div. 206.
- 45—A. S. Groff, C. F. McCormick, C. H. Riley, J. J. Stroh, from Div. 74.
- 63—O. F. Parker, from Div. 59.
- 76—W. Miskowski, Geo. Chudley, from Div. 535.
- 110—L. M. Welsh, from Div. 509.
- 161—L. M. Fernandez, from Div. 277.
- 165—J. E. Blake, from Div. 477.
- 185—Harry Whalen, from Div. 156.
- 182—R. A. Knox, from Div. 569.
- 197—T. H. Henderson, from Div. 206.
- 258—T. A. Smyth, A. Burnett, from Div. 168.
- 322—John Cush, from Div. 750.
- J. J. Fitzgerald, Roy Bond, J. E. McNeil, W. G. Rutherford, from Div. 555.
- 327—M. C. Atherton, from Div. 86.
- 383—Thos. W. Cahill, from Div. 33.
- 386—J. T. Odell, from Div. 187.
- 389—Harry W. Peacock, from Div. 268.
- 392—D. S. Sprangle, from Div. 11.
- 399—O. Evans, from Div. 820.
- 430—J. E. Shaughnessy, from Div. 574.
- 442—Edw. Eamer, from Div. 764.
- J. G. St. Clair, C. A. Valvin, from Div. 858.
- 446—C. A. McNeil, from Div. 398.
- 478—S. E. Archambeault, from Div. 519.
- G. C. Fessenden, from Div. 520.
- 485—John Crosby, from Div. 225.
- 489—T. L. Donovan, from Div. 829.
- J. T. Redding, L. M. Smith, from Div. 473.
- 491—R. T. Woodard, from Div. 164.
- 498—Thos. Kennedy, from Div. 334.
- 500—Roy Hoblit, from Div. 731.
- 502—C. L. Kitchen, from Div. 539.
- 504—D. D. Brown, from Div. 758.
- 532—C. S. Duke, from Div. 314.
- 550—C. E. Stracke, from Div. 34.
- 582—Jas. Teeling, from Div. 139.
- 609—J. A. Wright, from Div. 801.
- 681—E. E. Shirley, from Div. 222.
- 704—H. L. Robertson, from Div. 283.
- 706—Wm. P. Newman, from Div. 193.
- W. A. Mayer, from Div. 649.
- W. E. Yeatman, from Div. 158.
- 745—W. C. Techappet, from Div. 170.
- 766—J. V. Noblitt, from Div. 660.
- W. H. Morrison, from Div. 775.
- 810—W. E. Brown, from Div. 55.
- Geo. A. Doogan, from Div. 277.
- 817—Jessie Jamieson, from Div. 91.
- 845—W. H. Willey, from Div. 210.
- 852—Geo. Kuntz, from Div. 469.
- 854—J. E. Connors, from Div. 76.
- 858—J. C. Foley, O. Hoffman, W. L. Rogers, from Div. 442.
- 865—Walter A. Anderson, D. R. Bell, E. W. Bell, F. W. Campbell, Thos. P. Carlin, Chas. Christensen, E. L. Clapp, M. J. Conroy, E. B. Farrell, H. L. Fuller, Chas. M. Ginter, A. F. Norbury, S. W. B. Way, W. G. Walz, Z. V. White, from Div. 186.

### WITHDRAWALS

#### From Division—

- 9—Albert Kluge.
- 40—E. Hibbard.
- 110—C. A. Burkett.
- 338—Howard M. Green.
- J. McCauley.
- 385—N. J. O'Connor.
- 415—F. S. Smithey.

#### From Division—

- 478—I. Shaw.
- A. Yahnke.
- 502—W. R. Gibbs.
- 583—G. W. Graham.
- 662—J. C. Lynch.
- 766—F. W. Walraven.

### REINSTATEMENTS

#### Into Division—

- 7—Joseph Hurst.
- 77—Geo. T. Hay.
- 79—Chas. A. Norris.
- 87—H. M. Youngs.
- 107—F. E. Brown.
- 155—H. H. Dunn.
- 162—Alex. McLaughlan.
- 171—Milton Scott.
- 177—R. E. Brooks.
- 183—Harry Gates.
- 196—C. E. Hagan.
- 215—T. A. Buford.
- 233—N. O. Cole.
- 238—L. A. Draw.
- 239—Theo. Watson.
- 263—W. H. Mills.
- 277—Wm. A. Monroe.

#### Into Division—

- 283—H. L. Robertson.
- 314—G. J. Sullivan.
- John G. Reeves.
- 342—Harrison Jones.
- 353—J. F. Walker.
- 437—J. W. Fromhart.
- 464—John C. Kress.
- 468—Harry Weeden.
- 478—Ed Krohn.
- 527—N. C. Gallagher.
- 574—J. E. Shaughnessy.
- 653—John W. Stein.
- 678—J. H. Hadfield.
- 683—A. P. Lockman.
- 764—L. M. Saxton.
- 766—N. C. Randall.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 145—O. H. Kryger.
- 217—Neil Curry.
- 283—Harry Congdon.
- 325—John E. Fink.
- 425—Henry T. Long.

#### From Division—

- 414—F. W. Gunsher.
- 448—H. E. Marshall.
- 704—John A. Parkins.
- W. D. Burgess.

#### FOR OTHER CAUSES

#### From Division—

- 7—Wm. Jarka, forfeiting insurance.
- 27—Fred Gray, forfeiting insurance.
- 50—G. Edwards, forfeiting insurance.
- 60—F. M. Stringer, D. S. McAughan, forfeiting insurance.
- 64—Chas. W. Greene, forfeiting insurance.
- 85—J. H. Herring, forfeiting insurance.
- 97—Patrick McCarthy, forfeiting insurance.
- 115—H. H. Jackson, forfeiting insurance.
- 120—E. A. Green, failing to correspond with Division.
- 126—H. P. Thompson, forfeiting insurance.
- 136—E. C. Ball, forfeiting insurance.
- 143—John W. Danforth, T. D. De Vault, Homer A. Newport, W. C. Mayhugh, Earl M. Orr, B. O. Powell, Wm. Sagor, W. H. Sheridan, J. R. Smith, forfeiting insurance.
- 196—S. S. Finn, B. H. Swank, forfeiting insurance.
- 227—F. F. Wilkinson, forfeiting insurance.
- 233—T. M. Zumbro, forfeiting insurance.
- 262—Stanley E. Cutler, unbecoming conduct.
- 277—F. J. O'Boyle, K. Guler, forfeiting insurance.
- 280—J. M. Smith, forfeiting insurance.
- 301—L. A. Worley, forfeiting insurance.
- 348—P. H. Mandigo, A. B. Coykendall, forfeiting insurance.
- 354—J. J. Plunkett, forfeiting insurance.
- 387—John A. Dwyer, forfeiting insurance.
- 396—J. I. Richardson, forfeiting insurance.
- 436—J. M. Hamilton, forfeiting insurance.
- 525—R. V. Smith, not corresponding with Division.
- Thos. Whalen, forfeiting insurance.
- 537—J. O. Hood, forfeiting insurance.
- 539—J. A. Crowell, not corresponding with Division.
- 545—E. Franger, forfeiting insurance.
- 573—A. H. Hamblin, forfeiting insurance.
- 596—J. W. Collins, Chas. G. Collins, forfeiting insurance.
- 624—J. F. Garrett, E. L. Mansfield, R. C. Daugherty, forfeiting insurance.
- 634—Thos. Smith, forfeiting insurance.
- 717—G. A. Knight, forfeiting insurance.
- 744—Ralph Tebbitts, forfeiting insurance.
- 766—R. E. Knox, not corresponding with Division.
- 769—W. W. Forbes, forfeiting insurance.
- 780—Wm. Collins, violation of Sec. 51, Statutes.
- 821—R. Hunter, forfeiting insurance.
- 840—N. Silvers, forfeiting insurance.
- 864—R. H. Powley, not corresponding with Division.

The expulsion of W. A. Lomax, from Div. 214, for unbecoming conduct, which appeared in January 1917 JOURNAL, was an error on part of Division in reporting to Grand Office, and should have read for non-payment of dues only.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 470-473

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1186 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Nov. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$3.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass.	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
402	W. H. Miller.....	46	275	May 18, 1908	Aug. 31, 1917	Locomotor ataxia....	\$3000	Elizabeth Miller, w.
403	James Stortts.....	43	189	Aug. 6, 1906	Sept. 12, 1917	Heart failure.....	1500	Blanche H. Stortts, w.
404	L. J. Rogers.....	68	186	May 7, 1871	Sept. 8, 1917	Carcinoma of jaw....	4500	Lula E. Boers, n.
405	Paul McDougall....	43	895	Dec. 21, 1906	Aug. 28, 1917	Killed.....	3000	Rose McDougall, w.
406	George Woolsey....	82	53	Dec. 29, 1879	Sept. 12, 1917	Cardiac insufficiency	3000	Daughter and son.
407	A. W. Plovman.....	43	310	May 22, 1911	Sept. 13, 1917	Apoplexy.....	1500	Fannie R. Plovman, w.
408	R. M. Coffey.....	37	573	Jan. 18, 1914	Sept. 14, 1917	Killed.....	1500	Emma P. Coffey, w.
409	Daniel H. Brees....	64	103	Mar. 1, 1878	Sept. 15, 1917	Arterio sclerosis....	4500	Cora S. Brees, w.
410	A. A. Cummings....	63	169	Feb. 13, 1901	Sept. 19, 1917	Carcin. of prostate..	1500	Ellen M. Cummings, w.
411	A. S. Wheeler.....	68	77	Apr. 7, 1886	Aug. 31, 1917	Cerebral hemorrhage	3000	Sons.
412	James Scripture....	76	171	Jan. 1, 1868	Aug. 4, 1917	Heart disease.....	3000	Eva V. Edsell, d.
413	F. C. McDaniel.....	64	190	Apr. 10, 1889	Sept. 7, 1917	Septicemia.....	4500	Matilda McDaniel, w.
414	H. L. Westcott.....	47	232	Nov. 26, 1912	Aug. 28, 1917	Peritonitis.....	3000	Eleanor Westcott, w.
415	A. L. Schauer.....	51	119	July 7, 1907	Sept. 17, 1917	Killed.....	1500	Anna Schauer, w.
416	Herman Schutt.....	63	405	Feb. 21, 1891	Sept. 14, 1917	Paralysis.....	1500	Isabel Schutt, w.
417	Paul G. Kratzel....	37	688	Dec. 28, 1913	Sept. 16, 1917	Killed.....	3000	Emma Kratzel, w.
418	Joseph Flynn.....	53	380	Apr. 13, 1896	Sept. 16, 1917	Typhoid fever.....	3000	Nellie Flynn, w.
419	Mat'w Armstrong...	39	767	Dec. 13, 1910	Sept. 20, 1917	Killed.....	1500	Cath'ne Armstrong, w.
420	L. L. Owrey.....	57	462	Oct. 24, 1892	Sept. 24, 1917	Heart disease.....	1500	Estell M. Owrey, w.
421	H. J. Carter.....	45	504	Apr. 7, 1907	Sept. 14, 1917	Killed.....	1500	Lena Carter, w.
422	Chas Smeltzly.....	49	221	Oct. 19, 1913	Sept. 20, 1917	Obstructi n of bowels	1500	Lena Smeltzly, w.
423	Edward Lemon.....	54	477	Apr. 8, 1900	Sept. 22, 1917	Nephritis.....	3000	Alice Lemon, w.
424	S. J. Kramer.....	54	160	Aug. 7, 1908	Sept. 8, 1917	Gangrene.....	1500	Marietta Kramer, w.
425	E. A. Troy.....	51	40	Dec. 26, 1904	Aug. 31, 1917	Killed.....	1500	Hattie E. Troy, w.
426	Wm. Smith.....	75	286	Mar. 3, 1881	Sept. 23, 1917	Myocarditis.....	3000	Nieces.
427	Sam Pepple.....	64	475	Nov. 9, 1897	Aug. 23, 1917	Paralysis.....	3000	Rose R. Pepple, w.
428	N. M. Raymond.....	41	702	Apr. 16, 1906	Sept. 16, 1917	Locomotor ataxia....	1500	Mrs. D. Raymond, m.
429	A. A. Warren.....	61	244	Jan. 14, 1900	Aug. 11, 1917	Cardio renal disease.	3000	Son and daughter.
430	H. J. Holmes.....	57	197	Jan. 26, 1898	Sept. 15, 1917	Stricture of stomach	750	Alice E. Holmes, w.
431	H. D. Bloomfield...	68	145	Oct. 18, 1896	Aug. 29, 1917	Mitral insufficiency.	2250	Emily Bloomfield, w.
432	B. L. Rials.....	49	23	Mar. 28, 1911	Sept. 23, 1917	Pneumonia.....	3000	Sallie Rials, s.
433	F. T. McMahon.....	39	63	Dec. 10, 1914	Sept. 29, 1917	Killed.....	1500	Julia McMahon, w.
434	J. W. Christal.....	60	371	Apr. 28, 1901	Sept. 15, 1917	Heart disease.....	3000	Fannie Christal, w.
435	H. P. Bledsoe.....	47	796	Mar. 26, 1906	Sept. 15, 1917	Killed.....	4500	Zetiria Bledsoe, m.
436	Nathaniel Trout....	58	45	Aug. 8, 1886	Sept. 15, 1917	Pneumonia.....	3000	Ella Trout, w.
437	J. S. Marsh.....	44	588	Sept. 16, 1907	Oct. 7, 1917	Pneumonia.....	1500	Una L. Marsh, w.
438	C. H. Clifford.....	57	61	Jan. 14, 1902	Sept. 8, 1917	Nephritis.....	750	Eliza E. Clifford, w.
439	E. J. Mohatt.....	85	115	July 12, 1910	Sept. 18, 1917	Hodgkins disease....	1500	Julius Mohatt, f.
440	Sidney Marple.....	26	562	June 5, 1912	June 28, 1917	Killed in war.....	1500	Jane Marple, w.
441	S. C. Thornton.....	66	309	May 20, 1900	Sept. 20, 1917	Tumor of kidney....	1500	Emma Thornton, w.
442	W. A. Hulce.....	58	18	Nov. 21, 1897	Oct. 4, 1917	Cancer of stomach..	1500	Margaret I. Smith, s.
443	J. T. O'Hern.....	57	11	Dec. 17, 1897	Sept. 18, 1917	Carcinoma.....	3000	Katie O'Hern, w.
444	Sam E. Furlow.....	34	489	Jan. 23, 1907	Oct. 6, 1917	Killed.....	1500	Cora M. Furlow, w.
445	J. D. McKinney.....	73	107	Mar. 1, 1880	Sept. 27, 1917	Bright's disease....	3000	Philipine McKinney, w.
446	C. R. Dean.....	86	674	Mar. 7, 1916	Sept. 6, 1917	Tuberculosis.....	1500	Daughters.
447	Frank Clippinger....	41	3	Feb. 1, 1916	Oct. 5, 1917	Carcinoma.....	8000	Jennie Clippinger, w.
448	R. L. Keenan.....	38	699	Dec. 21, 1908	Sept. 9, 1917	Pneumonia.....	4500	Wife and son.
449	John Quinn.....	77	197	Dec. 6, 1882	Sept. 10, 1917	Bright's disease....	8000	Hattie H. Quinn, w.
450	C. B. Hess.....	54	265	July 14, 1907	Sept. 11, 1917	Aneurism of aorta....	1500	Daughters and son.
451	J. M. Fry.....	42	794	Feb. 4, 1902	Sept. 11, 1917	Exhaustion.....	3000	Laura Fry, m.
452	H. B. Ickes.....	45	222	Dec. 1, 1910	Sept. 17, 1917	Heart failure.....	1500	Mary A. Ickes, d.
453	W. W. Lowden.....	58	236	July 11, 1908	Sept. 18, 1917	Nephritis.....	1500	Margaret Lowden, w.
454	E. B. Hewitt.....	41	41	June 16, 1912	Sept. 20, 1917	Apoplexy.....	3000	Anna Hewitt, m.
455	W. W. Waring.....	55	1	July 16, 1899	Sept. 21, 1917	Carcinoma of jaw....	1500	Lawful heirs.
456	Martin Maloney.....	52	516	Nov. 5, 1911	Sept. 21, 1917	Killed.....	1500	Daughters and son.
457	W. J. Furze.....	51	162	July 1, 1911	Sept. 22, 1917	Cerebral hemorrhage	1500	Fannie J. Furze, s.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
458	W. A. Burke.....	44	120	Feb. 20, 1906	Sept. 24, 1917	Gunshot wound.....	\$1500	Sons.
459	O. B. Hadsel.....	64	77	Oct. 10, 1892	Sept. 24, 1917	Lobar pneumonia.....	3000	Mary L. Hadsel, w.
460	J. B. Blaine.....	72	6	May 21, 1881	Sept. 24, 1917	Cerebral hemorrhage.....	1500	Wife, son & daughter
461	R. R. Upton.....	41	475	June 15, 1910	Sept. 28, 1917	Appendicitis.....	1500	Lucy Upton, w.
462	Thomas Ballard.....	53	449	Dec. 30, 1890	Sept. 28, 1917	Dilatation of stomach.....	1500	Fannie E. Ballard, w
463	John O'Neal.....	74	712	June 15, 1892	Oct. 2, 1917	Empyema.....	1500	Wife and son.
464	John H. Hiler.....	53	228	Oct. 5, 1894	Oct. 3, 1917	Arterio sclerosis.....	3000	Sons.
465	John Burns.....	61	152	June 15, 1887	Oct. 4, 1917	Nephritis.....	3000	Lucy Burns, w.
466	Robert L. Kirby.....	39	85	Oct. 11, 1908	Oct. 5, 1917	Cerebral hemorrhage.....	4500	Ida W. Kirby, w.
467	H. Hammond.....	87	54	Aug. 18, 1873	Oct. 7, 1917	Cerebral hemorrhage.....	3000	Mollie Hammond, d.
468	John Swartz.....	43	208	Dec. 23, 1906	Oct. 7, 1917	Killed.....	1500	Son and daughter.
469	A. H. Freeman.....	68	376	Apr. 3, 1888	Oct. 8, 1917	Cerebral hemorrhage.....	1500	Daisy D. Freeman d.
470	James McAdam.....	57	372	May 3, 1906	Oct. 8, 1917	Killed.....	1500	Ida McAdam, w.
471	H. S. Eastman.....	49	167	June 25, 1906	Oct. 8, 1917	Carcinoma.....	3000	Julia L. Eastman, w.
472	Chas. Spillinger.....	51	53	Apr. 25, 1904	Oct. 8, 1917	Ulcer of stomach.....	1500	Evelyn Spillinger, w.
473	John Cole.....	31	880	Oct. 28, 1912	Oct. 9, 1917	Paraplegia.....	3000	Mary Cole, w.

Total number of death claims 73

Total amount of claims, \$165,750.00

## Financial Statement

CLEVELAND, O., Oct. 1, 1917.

## MORTUARY FUND FOR SEPTEMBER

Balance on hand September 1, 1917.....	\$274,128 79
Received by assessments Nos. 237-40 and back assessments.....	\$161,955 12
Received from members carried by the Association.....	1,836 25
Interest.....	778 43
	<u>\$164,569 80</u>
	\$164,569 80

Total.....	\$438,708 59
Paid in claims.....	<u>183,046 30</u>
Balance on hand September 30.....	\$255,662 29

## SPECIAL MORTUARY FUND FOR SEPTEMBER

Balance on hand September 1.....	\$821,107 49
Received in September.....	<u>18,612 37</u>
Balance on hand September 30.....	\$839,719 86

## EXPENSE FUND FOR SEPTEMBER

Balance on hand September 1.....	\$104,441 73
Received from fees.....	\$ 276 52
Received from 2 per cent.....	<u>3,722 48</u>
	\$ 3,999 00
	<u>3,999 00</u>
Total.....	\$108,440 73
Expenses for September.....	<u>4,016 56</u>
Balance on hand September 30.....	\$104,424 17

## Statement of Membership

## FOR SEPTEMBER, 1917

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Aug. 31, 1917.....	1,468	43,970	121	19,978	5	4,559
Applications and reinstatements received during the month.....	..	350	..	102	..	29
Totals.....	1,468	44,320	121	20,080	5	4,588
From which deduct certificates terminated by death, accident, or otherwise.....	4	123	1	51	..	12
Total membership Sept. 30, 1917.....	1,464	44,192	120	20,029	5	4,576
Grand total.....						<u>70,336</u>

## NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1864, 1865, 1866, 1867, 1869, 1870, 1871, 1872, 1873, 1874, 1878, 1879, 1881, 1883, 1886, we would like to purchase them.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 51

DECEMBER, 1917

No. 12



## **"U. S. Protection" For the Railroad Man**

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# LOCOMOTIVE ENGINEERS JOURNAL

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Volume 51

DECEMBER, 1917

Number 12

## Cease Firing

BY FREDERICK T. CARDOZE

The sergeant in the trenches  
Slid his rifle from its mound  
And bared his aching forehead  
Where a red-stained rag was wound.  
"Tonight, somewhere beyond us,  
There is holly on the door,  
And children smile in sleep," he said,  
"Unmindful of the war.  
And somewhere there is laughter,  
And hymns of praise are being sung,  
Mistletoe and ropes of green  
Are somewhere being hung;  
Yet we who stand on guard tonight,  
Expectant, sleeve to sleeve,  
Our hearts by battle hardened,  
Forget it's Christmas Eve!  
Through miles of hostile distance  
Where the tender home thought climbs,  
I hear the frost-claimed echo  
Of silver Christmas chimes.  
Pardon, comrades, for my fancy  
Runs wild and free tonight;  
'Twas but a bursting shell I heard  
Off there upon our right."  
Then he shouted from the ramparts  
Where life and death held tryst,  
At the lines of hidden legions  
Through the settling powder mist:  
"Must our presents be but leaden  
Like the rest that you have sent?  
Then may Christmas faith among you  
Spoil your aiming and prevent!  
Unless you court a greater sin  
Than you or I conceive,  
Ground arms and fly the truce flag,  
Make the password 'Christmas Eve!'  
Let memory of days that were  
The thirst of vengeance quench.  
So the glory of the season  
May invade each bristling trench;  
Let every heart be softened,  
Every war tense should receive  
The silent, hallowed message

That is sent on Christmas Eve!"  
Then, as though his cry was answered,  
Clear a bugle order rang  
From far off in the distance:  
"CEASE FIRING!" it sang.  
And the War God loosed its fingers  
At the mandate of the horn,  
The Star of Bethlehem gleamed down  
And Christ our Lord was born.  
—*Railroad World.*

## The Waiter-Guest

BY ALAN HINSDALE

It was Christmas eve. Ned Willard sat in his bachelor rooms before a fire-place, on which he had lighted a blaze, and thought of the many Christmas eves he had spent in days gone by when he was one of half a dozen children growing to manhood and womanhood. There were a father and a mother who were interested in making the anniversary of the birth of the Christ Child a happy event. Then was the going to bed with visions of Santa Claus coming in his sleigh, drawn by reindeer, distributing gifts on the way.

What a change between then and now! The father and mother had passed away. Some of the children lay beside them, while those that were left were scattered. Ned himself had drifted to a city where he was unknown. Christmas had come, and he must spend it alone. Better his daily work than the crowding upon him of happy days that were gone forever. He would go to the office the next day and busy himself with end of the year accounts.



In the morning he woke up looking straight at the fireplace. The ashes were cold, not an ember left. No stockings hung there as of yore. Life seemed to him as desolate as these ashes on the hearth. He arose languidly, dressed himself and went out to a restaurant where he usually took his breakfast, then went to the office, where he stayed and worked most of the day.

Ned had been accustomed at home to put on evening dress for dinner, and the habit had become fixed on him. He would as soon have neglected to wash his face or brush his hair in the morning as to dine in his business clothes. So he went to his room and put on his "glad rags," then went out to dine alone at a restaurant where he had not dined before, a more expensive place than he thought he could usually afford. It was 5 o'clock, and he was the only guest in the room. Having taken off his overcoat and hat, he was standing irresolute as to which of the many tables he would take when a waiter came in from the kitchen, looked at him and said:

"Are you the man who is to wait on the Vincents?"

Ned returned the man's glance without reply.

"If you are, don't stand there gaping, but get a move on you. The dinner is at 6. You'll be half an hour getting there, and you'll be needed to help arrange the table."

It was evident to Ned that the man had mistaken him for a waiter. His self esteem was not tickled, but it flashed upon him that if he could not be one of a Christmas dinner party he might at least see one. Would not serving a joyous company be better than dining alone? It occurred to him to start out to fill the place of a waiter and decide on the way whether or not he would do so.

"Give me the address," he said.

The man told him where to go, and Ned jumped onto a trolley car and, having on the way made up his mind, in due time rang the bell of the basement door of the Vincents. He was admitted by the butler and made himself known as the man who had come to wait at the table for dinner. He was admitted without a

word and, having laid aside his coat and hat, was led up to the dining room, where he found the lady of the house arranging flowers on the dinner table.

"This is the man sent from Kniseley's, mem," said the butler.

Mrs. Vincent looked up at Ned. She was evidently pleased with his appearance.

"What's your name?" she asked.

"My name? Giovanni."

"Oh, Italian. Go into the pantry, where you will find the Little Neck clams, and bring them in here."

Ned brought in the clams and placed them on the table. This was all that was required of him then, for the dinner hour had arrived. The lady went into the drawing room, telling him to follow her and announce dinner.

How he wished that he could be one of the persons assembled there! They were nearly all young, and there were many pretty girls among them. Each man at once sought his dinner companion, and they all went into the dining room in pairs. Ned was reminded of a picture in a book given him when he was a boy of the animals going into Noah's ark.

Ned and the butler were the only waiters, and they had all they could do to serve the viands. Nevertheless, the dinner was not hurried, and a long interval between courses was permitted. During a lull when the company were sipping a sherbet Ned stood against the wall pretending to stare at vacancy, but really observing a very pretty girl opposite him. Several times he caught her darting a glance at him, and it occurred to him that here was a chance for him to fall into one of those cases where a rich man's daughter elopes with a menial.

When the dinner was finished and the company had gone back into the drawing room the hostess remained behind and said to Ned:

"As soon as the table is cleared come into the drawing room and play for them to dance."

Ned met this order with an expression of astonishment.

"You play the piano for dancing, don't you?" she said. "I told Mr. Kniseley that I wanted a man to wait on table and

play dance music on the piano after dinner. He said he would send one."

"Yes, ma'am," replied Ned, pulling himself together. "I play the piano for dancing."

This satisfied the lady, and Ned was much pleased that he could fill the bill. He had played for boys and girls to dance at home and, though he feared he would be a trifle rusty, had no doubt that he could acquit himself fairly well. When the table was cleared and the dishes turned over to a scullion, Ned went to the drawing room, where a crash had been laid and some of the furniture removed. He was received by the hostess and led to the piano.

At this time modern dancing had just been introduced, and some of the men had not learned the dances. Consequently there were more girl than men dancers. Ned not only knew all the dances in vogue, but had learned one that had just been brought out. Having played the music for the turkey trot and the fox trot, he began to play for the hesitation waltz.

"What's that?" asked the girl who had cast glances at Ned during the dinner.

Ned told her that it was a new dance just out. She asked him if he could dance it, and he said he could. She told him to show the step, which he did, and nothing would do but she must try it with him. One of the guests had caught the air for the dance and essayed to take Ned's place at the piano.

A number of years ago the bare suggestion that a lady should dance with a waiter would have excited disgust. Nowadays, when men are hired for partners in cabarets, a woman may dance with a chimpanzee provided the chimpanzee knows the step. Ned and the girl sailed away. Ned was a beautiful dancer and the girl a natural one, so she caught the step at once and with so admirable a partner danced remarkably well. Meanwhile the others stood looking on, and when Ned and his partner had finished several other girls insisted on having a turn with him. While this was going on the hostess was called out and when she returned brought a man with her carrying a violin case

"There has been a mistake," she said.

"I inquired at Kniseley's restaurant if they could send me a man to wait on table and to play dance music besides. They said they could. Giovanni came and has filled both positions. Now comes another man, who says that he was engaged to play dance music. It all comes very handy, for now Giovanni can teach us the new dance, while this man gives us the music."

Where there is a similarity as to refinement, barriers in social standing are easily got over. Ned's services were called into requisition by every girl guest, and it was not long before he forgot the role he was playing. And, for that matter, the others forgot that he was an Italian waiter. When about midnight Mrs. Vincent stepped up to him and told him that he was wanted without to bring in refreshments it was like a box on the ear.

Nevertheless, he arose from beside Miss Merriwether—the girl who had been the first to ask him to dance with her—and in another minute was passing napkins and plates among the guests. When all were served he coolly helped himself and resumed his seat beside Miss Merriwether.

The fact that he had just been serving the viands caused this act to ruffle the equanimity of the company. The eyes of every one were fixed upon him. It was one thing for him to teach them to dance, another to assume a right to eat with them, though why this is so is unintelligible, for when a man hands a lady a dish he doesn't touch her; when he dances with her he holds her in his arms. Mrs. Vincent, who was appalled at the waiter's familiarity, confronted him.

"Giovanni," she said sternly, "go into the kitchen. The butler will pay you for your work."

This was too much for Ned. It drew forth a confession. He told the hostess and the company of his lonely Christmas eve and that to keep off the blues he had spent the day at work in his office. He gave an account of his being mistaken for a waiter at Kniseley's and the man that was to serve at Mrs. Vincent's dinner; how he had preferred to wait on those who were happy to dining alone in an empty restaurant,

The moment he had finished every one present clustered about him sympathetically, both men and women vying with one another for a clasp of his hand. When this was over Miss Merriwether asked the newcomer to play a waltz and, advancing to Ned, said:

"Giovanni, I claim the first dance with you as a guest."

The rest of the evening was not only a happy one for Ned, but the incident appealed to all the others, and Mrs. Vincent thanked her waiter-guest for having given a zest to her Christmas dinner party that would never be forgotten.

The next Christmas Ned spent in his own home with his wife, nee Merriwether.

In these days, when servants are so hard to get, young ladies of refinement who are obliged to earn their own living might do well to hire themselves out to serve at dinners. If they are expert dancers they might be called on at times to act as partners. And why not secure husbands in the same way that Ned Willard secured a wife?

---

### The Prodigal Son

People hustled to and fro. People jostled one another and hurried on. Groups of people lingered in front of gaily-decked windows, and closely-packed people filled the long lines of sluggish cars.

There were people who seemed to know where they were going and what they wanted, and there were wild and uncertain people, and here and there were people who appeared to derive enjoyment from watching their erratic fellowkind, taking little note of the windows and the wares. There were but few of these watchers, however. For the most part the people were engaged in a serious business and accepted it as such and went about it in a serious fashion.

It was the Christmas season. The crisp morning air was fragrant of it. The hurrying feet set joyous music to it. It was the day before the day of days.

Down a narrow street off the big retail thoroughfare, a street whose quiet contrasted strongly with the rumble and rattle and laughter of the crowded avenue,

a byway that was scarcely more than a cleavage between high buildings, came a child—a child of narrow streets, of high tenements, of unsavory gutters, a quaint and wizened little creature, in an absurdly short frock, much darned stockings and shabby shoes. A ragged shawl was drawn over her yellow hair and pinned at her throat, and she was singing. She held the handle of a battered market basket in her rough, red hand and swung it to and fro as she passed along. She sang a Christmas song:

"Star in the field of night  
Lead me the blessed way;  
Star of the holy light  
Guide thou through night and day;  
Safe in thy loving sight  
Let me not stray."

She paused abruptly. There was a confusion of cries close at hand. The swinging doors of a drinking place just ahead of her were thrown open and a man was flung violently across the sidewalk. He braced himself up against a letter box, and holding fast to it, swung himself around and shook a clenched hand at the swinging doors—anathematizing someone in a fierce and sulphurous fashion.

The child held her position.

"You're sure some swearer," she said. "I suppose you feel better when you get it out of you." She took a step nearer and looked at him in a quizzical way with her head to one side.

The man stared at the child. He ran the back of his hand across his stubbly face in an uncertain way. He moistened his lips.

"No," he said, "I don't feel any better." He resented the way the child looked at him. His nerves were unstrung. His hand trembled. He suddenly felt ashamed.

"I shouldn't have done it," he stammered.

The child looked at him through narrow lids.

"That bartender sure did hand you a peach of an eye," she said. "Say, come on and I'll show you a busted hydrant where you can soak your face. Come on."

He stumbled after her and presently

they reached the broken pipe where he washed his face and bathed the battered eye. While he let the water trickle over his head the child sat on a pile of debris at the curb and watched him, humming the while the song of the star.

"Star of my rising hope,  
Star of a better day,  
Here, where I darkly grope,  
Turn now thy gentle ray;  
Lead me to where the Child  
Shows me the way."

The man looked up.

"What are you singing?" he asked.

She shook her head.

"I dunno. It's a Christmas song, ain't it? Frenchy taught it to me. He lived in our flat. He could sing beautiful. Only he was a dope fiend, an' sometimes he'd go crazy. But I wasn't afraid of him. He'd never hurt me. He fixed that song so I could sing it, an' he made me learn it. An' say, when he was real bad I'd go in there an' sing to him, an' he'd get quiet again."

Her tone changed. "How's your eye?"

"Better," he said. He raised his head.

The man looked more closely at the child. She was old beyond her years. Already life was an open book to her. Death was a familiar acquaintance. She had tasted—rather drunk deep of tragedy. Those keen gray eyes had seen far more than a child should see.

"What's your name?" he asked.

"It's Molly. Molly Oliver, but most of 'em call me 'Molly O.'"

"How old are you?" he asked.

"I'm not as old as I look," she told him in her quaint way. "I bet you'll be s'prised when I tell you I'm only 12." I guess it's 'cause tenement folks grow old so fast."

She paused and drew a deep breath.

"What do you think about Christmas, anyway?"

She seemed almost uncanny as she stared up at him.

"I thought very well of it, once."

"When you was a boy?"

"Yes."

"It seems to me," said the child oracularly, "that Christmas is Christmas, whether you're old or young. If you're a child you love it 'cause it's a child's

day, an' if you're old you love it because you loved it when you was a child, an'—an' because of that other Child. Ain't it right?"

Here was a child with the soul of a poet. The vagabond yearned to help her, to lift her out of this cruel slough, to give her the chance that should be hers. He had his chance and threw it away. If he could get it back and give it to her! His head throbbed. The daze of the blow was still on him.

"Come," he said, "I'll help you fill the basket. Let me carry it." He wondered when he had done his last kindly act. But no, she would carry it herself.

He helped her fill the basket, finding the choicest pieces and heaping the load. He insisted upon carrying it to the tenement and into the hallway, but she let him go no farther. He was rather glad of this because his legs shook.

He sat down on the lower step and waited. He was weak and shaken. He put his head against the rail and dozed. The child awakened him.

"Come on," she said. She drew him through the doorway. "Do you know you ain't like anyone I ever met? You're a bum, but you're different."

They were going through the street of the cleavage toward the great thoroughfare. He was tired. His head wasn't right.

"Let's sit here a minute," he said. There was lumber piled by the roadway. He seated himself. The child looked at him compassionately.

"Haven't you any home?"

"Yes."

"I wish I had a home. Got a father?"

"Yes." The child sighed.

"I wish I had a father. I ain't got any father or mother either. Jinnie Creagan has a step-father an' he beats her when he's drunk—but that ain't the same." She looked at him more intently. "Did you scrap with your father?"

"Yes."

She paused, then spoke more quickly. "I know what you are. They told us about it at th' settlement house. You're a—a—gee, I can't say it. But I can print it."

She dipped into the pocket of her ridicu-

lous skirt and pulled out a piece of chalk, and then with great care and several attacks of doubt, contrived to print these words:

proDiga! Son

"There, do you know what it is?"

"I know," he said. He passed his shaking hands across his eyes.

She leaned forward. Her voice softened.

"Say, you'll let me take you home, won't you?"

"You!"

"Sure. It wouldn't spoil the story, would it? Let me do it, will you?"

He fell to trembling and again hid his face in his hands. The child, her face shining, came nearer. She put out her hand and her voice was very tender.

"Let me take you home," she said.

People were much too busy to notice the man and the child as they threaded their way through the crowds. There were other vagabonds on the streets and there were many children of the poor. The waif, clinging to the vagabond, made her way through the crowds and across the busy roadway and so on to the more quiet street of fine churches and substantial homes.

He had muttered a word or two of direction when she looked at him, and presently they stood before a handsome house of the older type, and then she drew him up the stone steps and rang the bell. An elderly man opened the door and looked out at them.

"Master Robert!" he gasped.

The vagabond pointed toward an inner room and the old man nodded and caught the wanderer's hand and drew him into the hall.

Then the child went forward alone, to the open door and stood on the threshold looking in.

A gray-haired man was sitting by the blazing fireplace, his hands outstretched to catch the warmth.

The child went forward. Her shawl

had slipped down, her fair hair hung down about her face.

"Are you Robert's father?" she asked.

He turned quickly.

"Yes, yes, I'm his father."

"Then if you please, sir," she said, "I have brought him home."

She stepped aside and the man, understanding her gesture, hurried by her into the hall and cried out and caught his son and held him fast.

"You will let me come home, father?"

"The door has never been closed against you, dear son."

They moved together to the open door, and paused.

The child was standing by the blazing hearth. The ruddy flames brightened her childish face and made a glory of her yellow hair.

The son caught his father's arm.

"The genius of the blessed day," he whispered.

And as the child watched the dancing flames she sang the song of the star:

"Star of my rising hope,  
Star of a better day,  
Here, where I darkly grope,  
Turn now thy gentle ray;  
Lead me to where the Child  
Shows me the way."

—Cleveland Plain Dealer.

## December the 24th

BY SADIE B. ATKINS

It was the morning before Christmas, clear and cold, and the feel of the winter holidays was in the air. Inside the barbed wire fence which inclosed the first dwelling on the outskirts of the little town a man was standing, now tracing with rough weather-beaten fingers imaginary lines on the gatepost, then turned with keen anxiety toward the closely curtained front room of the small dwelling and then letting his troubled gaze wander far up the section line where a solitary figure was just discernible coming slowly southward.

Just so he had stood five years ago today and watched a figure strikingly similar to this wending its way toward the north, while beside him his pleading wife had begged that he recall the boy. But a stubborn something within gave assur-

ance that he was in the right, and so he remained silent while the boyish figure grew smaller and smaller in the hazy distance and the woman went inside and the cold north wind chilled every tender impulse of the heart.

The traveler had reached the fence now and his gray-blue eyes looked into the faded brown ones before him, and in wordless greeting he held out his hand, but the older man was again tracing the pattern on the gatepost and did not see it. Limply it fell to the prodigal's side.

At length he ventured to say: "Tomorrow is Christmas Day."

"Yes," responded the other, bitterly, "and I didn't think," with a glance toward the curtained window, "I didn't think she could last to see Christmas."

The prodigal started and grew deathly white.

"Is my—is someone so very low?" he gasped.

"Yes, someone," replied the other, tremblingly, "is very low; a mother who had a son for whom she worked and prayed and lived for 20 years, and then—" his voice broke; "then forgetful of her love and the heartache he was leaving he went away, and for five long years that mother hoped and hungered for his homecoming all in vain."

The prodigal stretched out his hands appealingly. "What if he returned today and on his knees begged forgiveness and promised balm for every heartache?"

The hopeless look from the faded brown eyes answered even better than his words. "He is too late."

Tears were coursing down the cheek of the younger man as he leaned over the gatepost and whispered: "Could I see—" but something in the hard face of the other arrested his words and he did not finish.

For a moment of untold length both stood in silence, and then the tracer of imaginary lines moved from the gateway, motioning the other inside.

"It might ease her last hours, and then—" He pointed toward the section line down which the prodigal had come, "that will take you back to your old haunts, wherever they may be; that," pointing toward the south, "you'd best

not take; it's not much but a trail, and leads to God knows where, but north or south take one."

Hours later as the village doctor drew up before the house, the prodigal emerged from the sickroom, and, taking his hat from the peg, strode with faltering step out into the gathering twilight. At the road he halted a moment and stood with bared head, then turned—southward.

Almost out of sight of his boyhood home he hesitated and turned for one last look. Suddenly the crackling of footsteps in the stubble and the labored breathing of a man caught his ear, and in a moment his father was beside him, but how changed. The face before so cold and hard was softened now with pity and compassion, and from out the faded brown eyes shone mingled hope and love and forgiveness. With hands clasped and hearts receptive to the spirit of the morrow, they stood, while the elder whispered: "She will live; come home," and then two kneeling figures were dimly silhouetted against the darkening sky, while a prayer almost inaudible ascended to the mercy seat.

He arose, and with his father's arm about him and the Christmas spirit filling both their hearts, the prodigal turned back from the road that led to "God knows where."

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### The Value of Veracity

BY HOWARD FIELDING

Copyright by Charles W. Hooke.

"Nonsense, my dear!" said Mrs. Lockwood. "You can't tell the truth to a man. It has been tried and has always failed."

"But why, auntie—why? Honestly, I don't understand it at all. I haven't a dearer wish in the world than to be absolutely truthful to Donald. I've nothing to fib about except the fact that I'm a fibber, and I might as well tell the truth about that, because he knows it already. He catches me at it all the time."

"That's your own fault, Edith," said the elder woman. "You must learn to do it better."

"Donald is so utterly truthful!" said Edith.

Mrs. Lockwood looked over her shoulder at the girl and smiled in a way not quite so agreeable as before, a cynical smile this time.

"Now, auntie," protested the girl, "you musn't try to destroy my faith in him."

"Far, far from it," said Mrs. Lockwood. "You couldn't make a better match, and if it's broken off while you're living in my house it won't be my fault. Is he jealous of Nat Hardy?"

"Oh, no; not jealous. And yet, of course, he knows that I received Mr. Hardy's attentions and that some people thought I was engaged to him."

"Confound the fellow!" said Mrs. Lockwood, with a calm and steady earnestness that gave her mild expletive the value of an oath. "And yet I favored him at the time. I thought him your best chance. I never dreamed that Donald Ainsworth was a possibility. He always had a great notion of blue blood, and, while yours is well enough in its way, there's none of it remaining except in your own veins. Your family on both sides of the house is only a tradition."

"If my father and mother had lived," said Edith, "I should have been a better girl. You know how I was reared. I try not to be bitter about it, but"—

"Apropos of truth telling," said Mrs. Lockwood, with amusement, "the conditions were not ideal. Your foster mother was a nervous wreck, and you lied to her as an act of mercy. It was a rule of the household. And your foster father was a nagging crank, to whom you dared not tell the truth unless you were quite sure that it would suit him. Oh, I knew my brother and his wife. So from the age of four until you were mercifully orphaned a second time and came to me you had small use for the virtue of veracity. And I have never insisted upon it. But why repine? The matter is of no consequence. Prevarication is a woman's natural weapon."

Edith's pretty childish face was wrinkled—or perhaps dimpled would be the better word—with a deeply studious attention. She believed that Mrs. Lockwood knew the world and all its ways. Everybody said she was a very brilliant

woman, yet it was often hard to understand what she meant. Of course she didn't really believe that lying was right. She was a good woman, whose life was without reproach so far as it was known to this unsophisticated and affectionate girl of twenty summers.

"In regard to Mr. Hardy," said Edith, "it's very annoying that Donald has to see him so often. They are obliged to consult together because some of their clients are mixed up in the same law case. And Donald does not like—that is, he does not wholly approve"—

"In short, he knows that Nat Hardy is a scamp," said Mrs. Lockwood, "and he wonders how you could ever have loved him. Well, there was a time when I was afraid you couldn't, and now I'm mighty glad you didn't, and there's an end of it."

"I wish there were an end of it," returned Edith, "but there isn't. Last evening Donald ask me if I had received a letter from Mr. Hardy, and, of course, I said no. Then I saw Donald's eyes wander for an instant to my ring, and that meant that he didn't believe me. I must tell you that we've made a treaty, as he calls it. When he asks me anything by the sign of the ring I'm to answer the exact truth."

"Goodness, how did he happen to make such a request as that?"

"I'd fibbed about so many little things. You see, I love him so much that I can't help saying what I think will please him."

Mrs. Lockwood laughed with great enjoyment and then suddenly became serious.

"This matter of the Hardy letter is a different business," said she. "I guess you'd better tell him the truth."

"But I did, auntie," Edith protested. "I haven't seen any such letter."

"In our dealings with the sterner sex," responded Mrs. Lockwood, "we must always remember that the truth is not necessarily a statement of the fact; it is something that the man will believe. This philosophy should be taught in every girl's school; it is more important than cookery to the American home. But to return to our text. I'm of the opinion that Donald has reason to believe that Nat Hardy has sent you a letter. If he goes over to see

Mr. Hardy frequently he may have seen the letter on that gentleman's desk."

"You don't mean to imply that Donald would"—

"Read it? Of course not, unless through some accident. But one sees a name on an envelope at a single glance."

"If Donald saw a letter for me in Mr. Hardy's office why didn't he tell me so straight out?" said Edith. "It's not like him to make a mystery of such a thing."

"He had a man's curiosity to know whether you would admit receiving the letter. The circumstance is odd enough to arouse his interest. Why should Nat Hardy be writing to you? I'm sure I can't guess, and I'd very much like to find out."

"Of course I asked him why he supposed that I might get such a communication," responded Edith, "and he said that he fancied that Mr. Hardy might have something to tell me. His manner was as if he thought I should be pleased, as if there were some surprise in store for me. I was so puzzled that I didn't care to ask any more questions."

"We must know more about this," said Mrs. Lockwood, with decision. "Tact and a telephone ought to help us."

"You are going to ask Mr. Hardy? I'm afraid Donald wouldn't like that."

"Donald will never know anything about it, my dear," answered Mrs. Lockwood.

She was absent from the room about ten minutes, and when she returned her face disclosed the self complacency of justified pride.

"I have the whole affair at my fingers' ends," said she. "Do you remember that little photograph of yourself taken at the interesting age of three years? You were greatly grieved by its loss. I heard you tell Donald of the inexplicable mystery of its disappearance."

"Well, what could I say? Donald wanted to see it, and I couldn't tell him that I suspected Mr. Hardy of stealing it. That would have made him angry."

"Your suspicions, my dear, were entirely correct," said Mrs. Lockwood. "Mr. Hardy has the picture, and Donald saw it in his apartments on Monday evening."

Edith gave a little cry of surprise and alarm.

"Auntie, you don't suppose that Donald thought I had given Mr. Hardy that picture and had told a falsehood about it?"

"Be tranquil, my child. Donald knows the truth or as much as is good for him. Seeing the picture there and having heard your story, he was naturally in a difficult position, from which he extricated himself handsomely. He merely mentioned to Mr. Hardy that you valued the picture highly because the memorandum upon the back of the card was in your mother's hand and happened to be the only bit of writing that remained to you, whereupon Nat Hardy had a remarkable impulse to do right. Quite a miracle, as it seems to me. He confessed that he had thoughtlessly filched the picture because it was so quaint and pretty and said that he would send it back to you with a humble apology immediately. While Donald was looking over some legal papers Nat wrote a letter to you, and he mailed it next morning."

"And it's lost, and the picture with it!" exclaimed Edith. "Oh, I'm so sorry!"

"Fortunately our friend decided not to trust the picture to the mails. He merely wrote to tell you that it was safe; that he regretted his misdeed and that he would return it by messenger."

Edith sank back in her chair, doubly relieved in mind.

"Thank goodness, there's nothing here that I must hide from Donald!"

Mrs. Lockwood smiled with an air of almost infinite wisdom mingled with pity.

"Mr. Hardy's letter has not come," said she. "Undoubtedly it has been lost in the mail. Will you say so to Donald?"

"Why not?"

"Because, my child, he will not believe you. The incident is possible, of course, but in real life it very, very rarely happens. Remember, Donald does not know that you know what he knows. Do you follow me?"

"You mean that if I knew that he knew for certain that Mr. Hardy had written to me I should tell the truth, but otherwise I might take the easy course and deny having received a letter?"



"Precisely. And you mustn't do it. I tell you, Edith, that this trifling matter is a bomb loaded with destruction. I have noticed a change in Donald's manner of late. He has been a bit chilly to me, and that's a fact. And when a man turns the cold shoulder toward the match-maker it means that the match is in danger."

"Donald loves me," said the girl.

"But he doesn't fully trust you. So much you have made clear to me."

"I have thought that if I could really be what he wishes me to be, if in great things or small I could always speak the whole truth,"—

"Nonsense, my dear; charming, childish nonsense! Now listen to me." And Mrs. Lockwood expanded at considerable length her wretched gospel of deception, and upon the end of it set forth concrete evidence.

"Remember," she continued, with a shrewd eye on the girl, "that you are doing this for his own good and for the eternal salvation of his peace of mind. I say 'eternal' because it's the only word for married life. It's so long, so very long." And she indulged in the least little yawn at the memory of her own.

There intervened some hours. Evening came. Clocks, which were a fad of Mrs. Lockwood's, were calling 9 from room to room of the house. Edith had set her resolution, like a species of alarm gong, for this hour, and when all the clocks were still she looked up at Donald, who was standing before her, and said:

"You remember the little photograph that I lost?"

"Yes," said he, with the smallest possible start of surprise.

"Well, I've found it."

"You have found it?" he said slowly.

"I mean that I know where it is. Mr. Hardy has it."

"Indeed! Have you seen him?"

"No," she answered, shifting her look from his face to his tie.

"Perhaps Mrs. Lockwood"—

"Oh, no; she hasn't seen him either. I have had a letter from him."

He was much surprised, but Edith did not know it because she was now looking at a cuff of his coat.

"Yes," she went on in a voice not quite steady. "He wrote to say that he had taken it not knowing how much I valued it nor why it was especially precious. He apologized humbly and promised to send it back to me at once."

"Perhaps he has already done so," said Donald after a brief pause.

"No, he hasn't; but I'm sure he will. What made you think he had?"

"As I was removing my overcoat in the hall a few minutes ago," he answered, "I happened to displace a tray upon a table. There was an envelope under it addressed to you in Mr. Hardy's writing. It was probably forgotten by the servant to whom the postman handed it in. I will get it."

He went out into the hall, leaving her rigid and staring. Before she could form a coherent thought he had returned and put the letter into her hand.

"If you would care to read it now"—he said and crossed to the piano upon which he began to play softly.

Edith glanced once at him, then tore open the envelope. It contained, of course, the delayed communication from Nathaniel Hardy. And she had already told Donald what was in it!

"Oh, yes, yes!" she said in a choked voice. "Just a note to ask if I'd received the other. You see, I hadn't acknowledged it."

He turned toward her, and their eyes encountered. She could not withdraw hers, though his glance was unendurable to her. Slowly she advanced toward him and put the open letter into his hand.

"Why did you tell me that you had received this?" he asked. "By the ring, Edith; answer by the ring."

"I was afraid you wouldn't believe me," she whispered.

"How did you know what was in it? You said you hadn't seen him."

"Auntie talked to him by telephone."

He rose and walked away from her then slowly returned.

"It seems to me," he said, "that we have come to a moment of decision."

She looked into his face speechless with grief and terror.

"This can't go on," he said. "We must plan anew."

"Oh, Donald," she wailed, "I will never, never"—

"It's not a time for promises," he interrupted gently; "it's a time for action. I must take you away from here. Tomorrow? Will you marry me tomorrow?"

She burst into uncontrollable tears.

"Poor little girl," he whispered, with the utmost tenderness. "You've never had a chance; never, never a fair chance. I must change all that."

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### The Diamond Smuggler

BY HOWARD FIELDING

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I was ship's doctor on the Victoria, and Dudley Jarvis was third officer. The steamer had docked about 9 o'clock, and it was near noon when I went ashore. As I stepped off the gangplank I saw a hansom cab wherein there sat a very charming girl, Miss Amy Leyland, and my heart leaped at the thought that she had come to greet me after the voyage. The next instant I was aware of Dudley Jarvis, who strode up on the other side of the cab and took Amy by the hand.

I had known Miss Leyland always. I was "a friend of the family." Jarvis was a recent acquaintance.

Had Amy come to see me or Jarvis? I debated that question with myself for full two minutes, while they talked eagerly. Then Amy turned and saw me and waved her hand.

"Dick," said she excitedly as I approached, "is it true that poor dog has eaten all those diamonds?"

I stared at her.

"Mr. Jarvis says he has," she went on. "He says that Mr. Stover, the customs inspector, has arrested two men and a dog for smuggling diamonds and that the dog has swallowed them."

"Swallowed whom?" said I. "Is this a joke?"

"No, no; honor bright," said Jarvis. "Didn't the captain tell you about it? Stover told me that the captain had requested you to perform the autopsy."

"The captain said nothing about any dog," I replied.

"This is very interesting," said Miss Leyland. "I want to hear all about it."

Whereupon Jarvis unfolded a wondrous tale. There was a certain man among our passengers who had long been an object of interest to customs detectives on both sides of the Atlantic. He had been pointed out to me during this voyage—a square built, bandy legged Englishman who went by the name of Applebee. This fellow's purchases of diamonds abroad had been reported many times within the last two years, and he had been arrested more than once and was always searched, cross-questioned and shadowed whenever he came ashore. But nothing had ever been proved against him, no diamonds had been found in his pockets or his baggage, and (so Jarvis said) the problem of how he got his gems ashore had robbed the customs people of much sleep, especially our captain's particular friend, Stover. It was this sapient individual who, according to Jarvis, had worked up the theory of the diamond-swallowing dog.

"And it's not Applebee's dog either," said Jarvis. "There's the clever part of it. The brute belongs to another man. Do you remember that artist-looking chap with the pointed beard?"

"In 233? Jennison was his name."

"That's the fellow. It seems that he is always aboard when Applebee is and invariably comes home in the same steamer, but they never have a word to say to each other on board nor ashore either, the detectives say. It's all managed by means of the dog. And this is how it is done. Applebee has a dog, of course, and never travels by any boat that hasn't regular first rate kennels, such as we have on the Victoria. Every time he goes to see his own dog he stops to caress the other fellow's and puts three or four diamonds into the brute's mouth. They've trained the creature so that he won't open his mouth or swallow the diamonds or chew 'em up till Jennison, his master, comes along and takes 'em out. So in the course of the voyage they're all transferred from Applebee to Jennison, and yet the two men have never been within twenty feet of each other. Then at the last moment Jennison feeds the diamonds to the dog in little chunks of meat, and when the poor beast is safe ashore they kill him for the sake of his contents."

"I could swallow the diamonds myself," said I, "a good deal easier than I can swallow this story, and I'd like to know what Stover swallowed before he dreamed it. Somebody must have invented a new drug."

"Oh, no!" said Jarvis. "There's no doubt about it."

I turned to Miss Leyland and begged her to wait for me in the hansom.

I gained admittance to the inspector's room, and, though it was a murky place wherein I could not at first distinguish one man from another, I saw the dog at once. He sat on a mat beside the steam heater, shivering and growling, while a square-toed customs man in a blue pea jacket was holding the beast by a chain.

"Ah, doctor," said this fellow, "here's the pup! Looks pretty sick already, don't you think?"

"Where is Mr. Stover?" I asked, and his chief subordinate replied that he was gone.

"But there's the dog," he added. "You know what's wanted, I suppose?"

"Not exactly," I replied.

"Here's a memorandum," and he gave me a bit of paper on which Stover explicitly demanded the inmost secrets of the unfortunate animal, which was now rubbing his head affectionately against my shins. The report must be ready by 8 o'clock.

I said that I would communicate with Stover before proceeding to extremities, but the subordinate declared that nobody knew where he was.

"I can report right now to you," I began, but the man raised protesting hands.

"I don't know a thing about the case," he said.

With that he took the chain and put it into my hand.

Miss Leyland welcomed the dog with the most affectionate demonstrations.

"Isn't he a beauty!" she exclaimed.

"I must take him aboard ship," said I.

"But first I'll put you into your hansom, Amy."

"Indeed you won't," said she, with spirit. "I shall stay and save the dog."

We went aboard the steamer attended by Jarvis and followed by a customs de-

tective, who evidently had his orders. I led them to my consulting room, and we three entered, while the detective remained outside.

"And now," said Amy when we were seated, "what do you mean to do?"

"What can I do?" said I. "This poor creature has been put into my hands in mercy, so that he may not suffer pain. It was probably done at the captain's suggestion, for he is that sort of man, and he and Stover are great friends."

"But, Dick," protested Amy, "you don't really mean to say that you'll do this awful thing?"

"Suppose I don't do it, Amy," said I as gently as possible. "How will that help the doggie? The captain won't like it. We may have an unpleasant scene, for he's a man who likes to be obeyed. I may lose my position. And meanwhile Dennis will die just the same."

"But you said yourself that the idea was absurd!" she exclaimed.

"Amy," said I, "there are no more diamonds in our friend's little stomach than there are in my pocket."

"Then why can't you say so?"

"I will when Stover comes," I replied. "And if he is satisfied"—

"He won't be," said Jarvis, who always knows everything. "He'll raise a row, and nothing on earth can save Dennis then. Stover has his theory of this case, and he's the most obstinate mule that ever kicked with all four feet in a bunch."

"You have a glimpse of the man's character," said I, "but you are entirely wrong as to his present opinion. This case is deeper than you think. It is perfectly clear to me that the dog theory is not Stover's. If it were he'd be here to see the thing through. It is the theory of some rival, and Stover wants to make the man ridiculous."

"You've hit it!" cried Jarvis, very much to my surprise, for he is a disputatious animal, yet keen in a way. "And now I'll tell you what we must do. We'll save Dennis yet."

At this Amy gave him such a look of confidence that my spine grew cold.

"Just make your report," continued Jarvis. "I hereby certify that I have made a thorough examination of the bull

terrier, Dennis, and that he contains no diamonds.' Sign your name to it"—

"But, my dear fellow"—

"You know it's true, don't you? You know it'll satisfy Stover? Well, then, what's the objection?"

"Really," said Amy, "I don't see why you can't. It's perfectly true, as Dudley says. And if Mr. Stover already knows it he'll make no fuss, of course."

"Besides," said Jarvis, "Stover 'll find the diamonds anyhow."

"But suppose that I do this crazy thing," said I. "What shall we do with Dennis?"

"I'll take him," cried Amy. "I want him very much."

"You can't get him off the ship," said I. "There's a detective outside the door now, and there are plenty more on the pier."

"You could keep him here a few days till just before you sail again," said Amy.

"But somebody would know it," I pleaded.

"Yes, that's too risky," assented Jarvis. "We must get him right out of here, and I'll show you how. Where's that basket?"

And without thought of asking leave he plunged into my inner room, where we heard him pulling things about in frantic haste.

Soon he flew back, and he brought a big covered basket in which I had had some things sent ashore in Liverpool.

"Might have been made to order!" cried Jarvis. "But he's likely to move or bark or something. I'll fix him."

The big overgrown boy (for he is nothing else and never will be) rushed out and was back again the next minute, as it seemed, bearing a large piece of steak wrapped in a newspaper. He fastened the meat securely to the inside of the bottom of the basket and then invited Dennis to dinner. Dennis accepted and promptly became oblivious to all other considerations.

"Now, then," said he, "we'll just tie this cover on." And he suited the action to the words. "So! When you're ready, Miss Leyland, I'll escort you to your carriage, and the doctor will get busy on his report."

I felt as a middle-aged man might if he should try to be a boy again and rob an orchard—ten times as much scare for a tenth part of the fun. Yet I wouldn't take a dare. My hand was at the door to open it for Amy, but instead I opened it for Stover.

"Ah, doctor!" he cried. "Great case! have you got the plunder?"

"My dear fellow," said I, "they weren't there."

Stover's face showed boundless surprise, verging toward consternation.

"You got the dog?"

"Yes."

"And—and"—He glanced at Amy.

"Yes," said I.

He was bewildered.

"But this simply can't be," he finally managed to say. "Look here." And he pulled a sheet of paper from his pocket. "Here's a message that Applebee sent to Horowitz, the man that handles the smuggled diamonds for him. He sent it just before leaving the steamer. 'We bring nothing this trip.' And now look here," producing a small memorandum book containing various sentences written in such a way that I saw at once the thing was a code or cipher key. "'We bring nothing this trip' means 'The diamonds go with the dog.' This is Applebee's cipher book. I got it out of his trunk. But to make the thing surer I myself tracked the messenger that carried Applebee's note, and I nabbed Horowitz while he was reading—nabbed him, by jingo, with his own cipher book in his hand! And here's the book." He pulled it out of another pocket. "What do you say?"

"Can't help it," said I in desperation. "The dog had eaten no diamonds."

Stover laid the palm of his left hand on his forehead, and it seemed to me that I could hear him think.

"What did you do with the dog's collar?" said he.

There was an awful silence, and then Amy said:

"I think Mr. Jarvis carried it into his stateroom with those other things."

"I?" cried Jarvis, turning pale. "Oh, no! I didn't touch it."

"It isn't here," said Stover, flashing

keen eyes around the room. "You think he took it, miss?"

"I saw it in his hands," said Amy icily and truthfully, of course, for Jarvis had had Dennis by the throat quite recently.

"Show me where your stateroom is!" cried Stover as he dragged Jarvis away. "And you hunt here, doctor."

I hunted and so successfully that I was able to place the collar in Stover's hands when he returned pallid and breathless. Dennis and the basket were in my inner room.

With Amy and me the mystery was already clear, for no sooner had we seen the collar off the dog's neck than we perceived some part of the elaborate trickery of its construction. It was a spiked collar, such as is thought becoming to bulldogs, but when Dennis had it on, it looked so thin that nobody would think of it as the hiding place even of such small objects as diamonds, but it was rounded underneath most cunningly to deceive the eye, and there were little spring traps communicating with the brass spikes, which were hollow and as thin as paper. From these receptacles Stover took fourteen diamonds and seven rubies, some of them very fine stones exceeding five carats in weight.

And when it was all over, Amy and I rode uptown together, with Dennis in the basket, and Jarvis stayed aboard the ship and wished he had never been born.

### A Curious Mental Condition

BY ALAN HINSDALE

I was standing on sand and could hear the splash of waves, but could see nothing about me, for I was enveloped in mist. A rocking sensation made me doubt whether I was ashore or on the water. Another singular feature was a faint singing of birds—so faint, indeed, that I doubted whether I heard birds or a ringing in my ears. There were occasional voices about me, having a mellow sound, as if spoken on a quiet day after a fall of snow or on a balmy morning when the air is full of moisture.

While I was wondering where I was and how I happened to be there a girl came out of the mist and stood before me. She

seemed as much surprised to see me as I was to see her. Her face was that of a saint—fair complexion, hair and eyes. There was but one blemish—a small red birthmark, shaped like a rose leaf, on her neck. It was rather an imperfection than a blemish.

"Where are we?" I asked.

"I don't know," she replied.

"I hear the sound of waves."

"Then we must be on the seashore."

"And birds singing."

"That would indicate that the beach is lined by woods."

"Wherever we are, we were evidently sent for each other."

"It would seem so." She lowered her eyes.

"You were certainly sent to be with me. What would become of me alone in this dense mist without the power to find my way out of it? With you I shall be happy even here. You are very lovely."

"You do not say beautiful."

"But you are beautiful."

"No; I can't be that."

"Why?"

"Because of this." She put a finger on the birthmark.

"Do you know," I said after a brief pause, "that I like you so well as you are that I would not have even that changed?"

Suddenly the mist was gone. It did not melt away; it vanished. We were standing upon a beautiful bay. For miles on either hand the beach curved in a semi-circle. Back of us the shore rose till it mingled with mountains. The waters of the bay were of different colors. Near us, where it was shallow, it was a pale green, beyond a deep blue, and beyond that silver. On this silver an island rested, rising from its base to a height on which the sun shone golden. We stood looking out at the view. I was entranced, and, turning my eyes upon my companion, I saw that she was equally rapt.

"I feel," I said, "that I must go out on the bosom of that sea."

"There is a boat," she replied, "chained to a stake."

Lowering my eyes to the verge, I saw a skiff rising and falling with the languid swells.

The next scene of which I was cogniz-

ant or at least remember now was nilling along under great cliffs that formed the island.

"There is a cave," said my companion, "with a waterway for an entrance."

Turning the boat, I palled for the cave. The rocky roof over the waterway just grazed our heads as we made the entrance. Inside we found ourselves within a cavern, its roof hung with stalactites. The light coming from the entrance tinged the vaulted roof with ever changing colors. Now it was a blood red, now a pale blue, now sea green, now white.

"It is from the changing of the waters outside," I said. "A changing sky changes the bay, and the changing bay changes the hues in here."

"It is all change," she said sadly. "I wish something in the world were fixed."

I dropped my oars and, seating myself beside her, took her in my arms.

"I wish this would never change," I said, "for I have found my love." I kissed her. She put her arms about me, and it seemed to me that I had thrown off something that had troubled me, some great evil that had overhung me, and I had passed to a convalescence of perfect happiness.

Alas, while supremely happy in this companionship, I felt my love slipping through my arms and saw her floating over the surface of the water toward the mouth of the cavern. At that moment both the water and its rocky dome were a pale blue. They tinged her garments with the same hue. She looked back at me with an expression of indescribable melancholy. I called to her not to leave me, but she floated on, passed out through the mouth of the cavern and was gone.

I seized the oars to follow and, dashing under the low arch that separated me from the outside, in another moment was under the greater vault of the heavens.

All was serene as when we entered the cavern, but my love had vanished.

Then came a sensation of being tossed to and fro, up and down, as though I were on a stormy sea. It was merely a consciousness of feeling. There was no communication with the outside world. There were voices in the air. What they said I did not know. There were also sounds

of invisible people passing and the occasional opening and closing of the door.

Next I was lying on a lounge looking out of an open window. The air was clear as crystal. Before me rose a range of snow-capped mountains. Over them was a white cloud. But was it a cloud? No; it was a peak far above its fellows, with a strip of cloud beneath it that gave it the appearance of a peak. How high it was! It seemed to mingle with the heavens' blue. I arose and went to the window to get a better view of its summit. When I leaned out and looked up at it it seemed higher, higher, all the while higher. My brain began to whirl. I returned to my lounge. I was weak and languid.

While I was recovering from my giddiness a door opened and my lost love came into the room. At first she looked anxious, then smiled.

For a moment I was in doubt if it were really she. It did not appear that she was changed, but that I looked at her through different eyes from before. Her figure did not face me, but she was looking at me sidewise. I was troubled. I longed for her, she was with me, but I was not sure she was the same person. While I gazed in perplexity she turned, and I saw the birthmark on her neck. Then she came to me, seemingly wading through water, and took my hand. I drew her down beside me and said reproachfully:

"Why did you leave me?"

"I couldn't help it. It was fate. Everything changes in this world."

It did not occur to me that this was a vague answer. At any rate, I was satisfied with it.

"Are you going away again?" I asked.

"No, not now; some day."

"When will that be?"

"A long, long while from now."

"And will you love me until this separation comes?"

"I will love you always, here and where I go."

"I will go with you. You shall not go without me."

Then hand in hand we were climbing the mountain I had seen from the window. We seemed to be ascending as if

buoyed by wings. Eager to reach that cloudblike summit I had seen, we pressed on and on, but whenever I looked up to see if we neared it we were as far below as before. Turning to look back, the houses beneath appeared like ant hills. Then I felt the snow slowly moving beneath me.

"It is an avalanche," I exclaimed.

We were turned toward the valley and hand in hand slid down the mountain. Though we moved with accelerated pace, we kept our feet. We were like two gulls soaring, then, turning their wings aslant, sailing down an aerial incline. Suddenly the snow before us began to pile up against the base of a cliff. We lost our balance, and, head downward, I felt tons of snow piling on top of me.

"No bones broken," I heard a voice say close beside me. "If there's no internal injury he will be all right."

I opened my eyes. I was lying on hard snow, while people stood about me, all looking very anxious. One of them, a girl, stood gazing down upon me with a pair of mild eyes in which there was a world of sympathy. There must have been something in my glance to affect her, for she lowered her eyes, blushed and turned away. As she did so she exposed one side of her neck. It bore a birthmark shaped like a rose leaf.

"What's the matter?" I asked.

"Matter! Why, you have fallen twenty feet from the ledge up there."

I remembered passing over a ledge, but I didn't remember anything else.

"How long have I been unconscious?" I asked.

"You fell this very minute. Here; take a little of this."

A party of tourists happened to be passing when I fell and among them a doctor. From where I lay I could see the Alpine peak Jungfrau. I had been looking at it during the period of my unconsciousness, which might have been an infinitesimally small fraction of time. I had seen the girl with a birthmark only during the same space of time.

They wished to assist me to the hotel just below, at Sheidig, but I concluded to try my legs. The doctor gave me his hand, and I got on my feet. One of the

tourists who stood about me volunteered to go with me, but I got on fairly well without his assistance.

What I have recorded is the beginning of a love story; but, though I have no objection to telling a dream, I shrink from giving the thoughts and feelings of myself and the lady of my love. I was less interested in discovering whether I had displaced any of my internal parts than getting on the track of the girl with a birthmark. I missed her at Sheidig, but saw her the next evening at the Kursaal (casino) at Interlaken, sipping a lemonade. I dogged her footsteps for days before I succeeded in corraling her—that is, before I could find her lighted, so to speak, and I could get a mutual acquaintance to introduce me. I finally cornered her on the Rigi, near Lucerne, and, as luck would have it, my friend Jim Thompson was there, too, and was acquainted with her.

I expected under the influence of my dream that I should have as easy a time getting her as I had during that long drawn out infinitesimally short period. Instead, I had a real woman to deal with and not a creation of my own fancy.

There was no dream for her. I was to her an ordinary personage with whom neither dreams nor romance had anything to do. I was obliged to lay siege to her heart and advance by regular approaches. I made very slow progress. Nevertheless by persistence I finally conquered, and it was not till then that I told her this story.

### Christmas on a Canalboat

"How are we going to spend Christmas?" exclaimed the good-natured Mrs. Captain Boggs, seemingly a bit surprised at the question, for canalboat folk are sensitive of any criticism aimed in their direction.

"Why, we're going to spend the day just like other folk. Some think because we live on canalboats we don't have any comforts, and eat like savages. My, but I'd a heap side rather live down here than in a flat like my niece's. She's got six rooms, and they don't begin to be as big as mine.

"If you think there ain't room just look

here," and Mrs. Boggs displayed the secrets of a suite of rooms, the ingenuity of the arrangement rivaling the den of the New York bachelor girl. Out of the main cabin, which served as living and dining room combined, two alcoves jutted, besides an infinitesimal corner dubbed the kitchen, but which was even tinier than the modern apartment house kitchenette.

While under ordinary circumstances the kitchen was part of the cabin proper, two doors at right angles to each other could be drawn out, which, meeting, formed a room by itself. A shiny coal stove or range quite filled the compartment, leaving just room before it in which to work, while above it every inch of wall space was utilized with pots and kettles and kitchen utensils of every sort.

A low cupboard opening into the hold contained more articles of kitchen use, as well as vegetables and canned goods. Bunks were displayed in the two other alcoves, which were in open view of the cabin. But from the recesses of the boat Mrs. Boggs pulled out a sliding door, which completely divided the space into two rooms, and when curtains were drawn into the cabin the occupants enjoyed all the privacy desired.

A big divan could be opened up at night into a roomy double bed, and another bunk, "just under the eaves," was sufficiently large to tuck two small youngsters away. Chests of drawers built in, wardrobes and cupboards in out of the way places supplied room for bedding, clothing and the boots and shoes of a family of children.

One of the biggest surprises in the boat, one which conveyed a hint that might be applied in small houses where room is at a premium, was the preserved fruit lockers.

"We all do up our own fruit," went on Mrs. Boggs. "You see, while we go up the canal we are in the country most of the time, and it is much cheaper to put up our own fruit than buy it in winter, and this is where we store it."

Going to the stairs up the companion-way, she pulled out tiny drawers. Small knobs jutted out from the face of each step with which to open the drawers, while within there was quite room enough

to allow pint fruit jars to stand upright.

A cold storage room was tucked away in the hold, into which a small door about two feet in height opened. The dining table was a folding affair which turned up against the wall of the cabin when not in use.

When some surprise was expressed at the presence of a sewing machine in the room Mrs. Boggs said: "Oh, that's nothing! Many of the boats have organs as well, and there is one fitted up with a porcelain bathtub. So, you see, we have some of the luxuries of city houses and plenty of good air and sunshine. A concert is to be given on one of the boats here New Year's eve, and if you should like to come down we'd be glad to have you and show you a bit of canalboat hospitality."—*Columbus Dispatch*.

### Children

Come to me, O ye children!  
For I hear you at your play,  
And the questions that perplexed me  
Have vanished quite away.

Ye open the eastern windows.  
That look toward the sun,  
Where thoughts are singing swallows  
And the brooks of morning run.

In your hearts are the birds and the sunshine,  
In your thoughts the brooklets flow,  
But in mine is the wind of Autumn,  
And the first fall of the snow.

Ah! what would the world be to us  
If the children were no more?  
We should dread the desert behind us  
Worse than the dark before.

What the leaves are to the forest  
With light and air for food,  
Ere their sweet and tender juices  
Have been hardened into wood,—

That to the world are children;  
Through them it feels the glow  
Of a brighter and sunnier climate  
Than reaches the trunks below.

Come to me, O ye children!  
And whisper in my ear  
What the birds and the winds are singing  
In your sunny atmosphere.

For what are all our contrivings  
And the wisdom of all our books,  
When compared with your caresses,  
And the gladness of your looks?

Ye are better than all the ballads  
That ever were sung or said;  
For ye are living poems,  
And all the rest are dead. —Longfellow.



### The Old Year in the Land of Azazel

REV. DAVID JAMES BURRELL, LL. D.

Now comes the time to remember. As the year draws to its close we look over our shoulders. "Oh, this is dreadful," said Lincoln the day after Gettysburg, "to see the faces of the dead staring at us!" Thus our minds revert to lost opportunities and wasted privileges, "promises made and never kept," sins and shortcomings. And it is well to review them. Regret is not like water poured upon the ground, if it lead to that "godly sorrow which needeth not to be repented of." God is a great forgiver; He says, "I will remember your sins no more against you!"

And then comes the time to forget. If God has promised for Jesus' sake to forgive our sins, cast them behind His back, sink them in the depths of an unfathomable sea, cover them, wash them away and blot them out, why should we not take Him at His Word? So let the new year open with the song: "Bless the Lord, O my soul, and all that is within me bless His holy name!"

On the evening of the day of atonement, when the sacrifices had been offered, the scape-goat was brought to the door of the tabernacle, and the high priest laid his hands upon its head, "pressing hard," as the rabbis say, in token that the sins of the people were laid there; after which the goat, thus laden, was led "by the hand of a fit man" into the wilderness, to "the Land of Azazel."

Where was that? Nobody knows. It was the Land of Oblivion. It was the land from which there was no returning. It was No Man's Land!

Thus do we commit our sins, and leave them to His pardoning grace.

"My faith would lay her hand  
On that dear head of Thine,  
While like a penitent I stand  
And there confess my sin."

As the children of Israel shaded their eyes, watching the scape-goat led off into the distance, so we stand beneath the cross witnessing the descent of our Lord deeper and deeper into His Passion, until with the cry, "It is finished!" he vanishes across the border into the Land of Oblivion, bearing our sins with Him.

Rejoice, then, O believers in Christ! Our sins will never be remembered against us. They are like the drowned horsemen of Pharaoh, of whom God said to His people, "As for those Egyptians, ye shall see them no more forever!"

Wherefore, let the year break with the song of salvation; "Who is like unto our God, glorious in holiness, fearful in praises, doing wonders? The horse and his rider hath He cast into the sea!"

So much for the past. The rest is all prayer and grapple. For by the grace of pardon it behooves us to "sin no more." Let us live so holily that the dying of the next year shall not find us weeping by its bed.

Hail, and farewell! Welcome the coming, speed the parting guest. Good-by, old year—and God give us all a happy, happy New Year!—*Pittsburg Christian Advocate.*

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### A Soldier's Wedding

BY F. A. MITCHEL

Being ordered to join the colors for the great world's war I donned my uniform and took a train for the rendezvous. On alighting at the terminal station I was passing between two lines of persons who had come to meet expected wayfarers, when suddenly I saw a pretty girl among them looking radiant with happiness, which it was plain, arose from seeing me. Since she was a stranger to me, thinking it was a case of mistaken identity, I advanced toward her to bring about an explanation. As soon as I reached her she put up her mouth to be kissed.

Soldiers are not noted for throwing kisses over their shoulders. I kissed the ruby lips, and they acted like wine to steal away my discretion. I permitted the young lady to continue in her mistake.

"I have the car outside," she said. And as we walked along she commented on the change in my appearance since she had seen me last, noting especially that my mustache made a great difference in my appearance and was an improvement. When we reached the car I hesitated. Dare I meet the young ladies' relatives, who might easily detect the

difference between me and the man for whom I had been mistaken? The girl got in and took the wheel.

"Well?" she said, looking at me in surprise that I did not follow her.

"I suppose I should report at the rendezvous at once," I said.

"I thought you had arranged to be excused till after the"—

She hesitated and failed to go on.

"Oh, yes; I forgot!" I said.

I took the seat beside her, and we started on. Where we were going I did not know. On the way it came out that the young lady had not seen me—or the man I was mistaken for—for three years, but that a love affair between them had lain dormant during the period and had been warmed into life by the war. The most important point did not come out. If it had I should have made an immediate and inglorious retreat.

During the ride I had excellent practice in defensive skirmishing. I was constantly on the ragged edge of exposure, for it would have been an exposure of my taking an advantage of the young lady's mistake. If when the day of fighting came I should act on the defensive with as much keen perception of danger and as much ingenuity in meeting them, I would come out of the fray with a medal of honor. I had an advantage in the years she and her lover had been separated, and I made the most of it. My memory proved very defective.

I formed a plan. Sooner or later the fact that there had been a mistake must come out. Then I would pretend that I had made it as well as the girl. That would let me out.

We drove several miles into the suburbs and entered grounds in the center of which stood a handsome house, from the roof of which floated the Stars and Stripes. Supposing I should soon meet persons who would detect the difference between me and the man I had been mistaken for, I prepared to act my part. When we brought up under a portecochere a number of persons, young and old, came out to meet us. Not one of them looked at me with any surprise, though a middle-aged lady—she turned out to be the girl's mother—when she

kissed me remarked that had she met me casually she would not have known me.

Evidently the time had not come for a denouement. I regretted this, for I felt that I was getting deeper in the mire every minute. We all went into the house, and I was shown to a room where I might get the dust off my clothes. I was long about it, for I was trying to think up a new plan for extricating myself, the one I had laid having failed. I could think of no other and resolved to be guided by circumstances. To suddenly come out and acknowledge that I had permitted the young lady to continue in a mistake which I knew from the first was a mistake, would put me in a position I did not like.

After spending half an hour in my room I went downstairs. Every eye in the room was directed toward me. The girl's mother led me to a man in clerical garb and introduced me. Why was he there, and why was I especially presented to him? My valor began to desert me. I was on the verge of panic.

The girl entered the room, and, wonderful to say she was in bridal costume! Everybody looked at me, and I must have presented a startling appearance, for they all regarded me intently.

Then for the first time it occurred to me that this was one of those quick soldier weddings, the man being suddenly called to the colors. The groom had not put in an appearance and I had been mistaken for him.

There are two kinds of persons in the world: The one on meeting an enemy is seized with an irrepressible impulse to take to his heels; the other is seized with an equally irrepressible impulse to dash forward. This does not pertain alone to physical encounters; it is equally true in necessarily quick, important decisions. Judging from my action in this dilemma, I fancy I belong to the latter class.

I felt like a soldier on the battlefield, who must either run from the enemy or dash forward for safety. I did not seize a standard and cry, "Forward!" But I did what amounted to the same thing. I advanced toward the bride and led her to the parson, who was standing at one end of the room with a book in his hand. •

There was but one halt in the wedding ceremony. When asked for the ring I had no ring. I muttered something about hurrying to join the colors and stupid forgetfulness. The bride's mother took a ring from her finger and handed it to me. I put it on the bride's finger and in a few minutes was a married man. As soon as I could escape congratulations I announced that if I did not join my regiment at once I would be pronounced a poltroon and a coward, and, leaving my regretful bride, I dashed out, got into the car in which I had come and, leaving an astonished throng, turned on the power and sped out of the grounds into the street.

I had not gone a block before I saw a man in uniform and carrying a suitcase hurrying in the opposite direction. Turning to the curb, I shouted "Hey, there!"

He looked at me and, not recognizing me, was about to hurry on. He appeared to be about my age, my build and looked not unlike me.

"Going to be married?" I asked.

"Yes; I'm late. Excuse me. I must get on."

"Get in here," I said, opening the car door.

Thinking that I was intending to aid him in making haste, he did as I bade him. Instead of turning and driving back, I sped on.

"What are you doing?" he cried. "Let me out. I was to have been married at noon, and it is now a quarter past."

I increased the pace.

"Who are you? And where are you taking me?" he cried.

"Comrade!" said I in an impressive voice.

"Comrade be hanged! Are you going to kidnap me?"

"Have you any bowels of compassion?"

"Let me out of this or I'll"—

"Can you bear to hear some bad news?"

"Yes. Hurry up. Has anything happened to Lillian?"

"She's married."

"Married!"

"Yes, married; married by mistake."

"Married by mistake! Are you demented?"

"Not demented; a crack brained idiot."

He looked at me as though he believed that I had told the truth, then asked:

"Whom has Lillian married?"

"Me," I groaned.

"For heaven's sake, cease to tantalize me and tell me what all this means."

I struck a broad country road at this moment and, slackening my pace, told him the story of what had happened to me during the past two hours. When I had finished the recital I said to him solemnly:

"For Lillian's sake, for heaven's sake, do not reveal this blunder. Let Lillian"—it was fortunate I had learned her name—"remain in ignorance that she has married the wrong man."

I suppose it was my intensity that convinced him of the truth of my story. At any rate he expressed no doubt that the girl he was to have married had become my wife. Possession is nine points in the law.

In addition to the shock he would bring to Lillian by making known her mistake and my rascally taking advantage of it, there must be a divorce. He confessed that he had not seen her for three years; that, being ordered to the colors, he had revived an old attachment and had written her that since he must go to the war he preferred to go leaving behind him a wife who would care for him if he returned maimed and mourn for him if killed.

"A somewhat selfish view to take of the matter," I suggested.

"Yes, and I wonder she accepted the proposal. I suppose it was patriotism. All the women are losing their heads about the war."

"It seems to me," I said after a pause, "that it is tweedledum and tweedledee between us. You were to have been married with a selfish motive. I permitted a girl to remain in a mistake she had made, till, being cornered, I committed a still more rash act. It seems to me that we are both beholden to do what seems to be for her best interest. If you will permit her to remain in her mistake I will do the same till a favorable time arrives for a confession. Then if she will remain my wife I will do my best to make her happy."

"All this is very fine, but where do I come in?"

The remark was discouraging; but I kept on holding before him the trouble he might cause by claiming his rights and the nobility of character he would show by resigning his bride for her own good. I was two hours about the work, but in the end I succeeded, and he consented to let the matter rest as it was.

I bade the man whose place I had taken goodby, with a "God bless you, noble man that you are," and reported to my regiment. I have not since visited my bride, having been at once sent away on a special duty. But I have written her some heartfelt letters and have received equally heartfelt replies from her.

I have not yet made a confession. In the first place, I prefer to make one personally rather than in writing; in the second, I am pouring out my heart to her with a view to making her the better satisfied with me when she learns that she has married the wrong man.

### The Part Played by Miss Dudley

BY ETHEL HOLMES

A motorcar drove up to the portecochere of a country house overlooking beautiful hills and the valleys between them. A girl alighted, and another girl came out of the house and took the new arrival in her arms; then, each encircling the other's waist, they passed into the house.

Later they sat on the porch together. The newcomer said:

"Well, Clara, I'm here. What can I do for you?"

"I want you to act a part."

"Are you to give up your place for a movie play? Surely the pictures will be beautiful."

"No movie play; the real thing."

"Go on. You interest me."

"You know that I am very rich."

"I certainly do, having experienced many a taste of your fortune."

"We rich girls when it comes to marriage are at a great disadvantage."

"I thought it was we dowdier girls who suffer in that respect."

"You know very well that I mean we

wished to be loved for ourselves and we are usually loved for our possessions."

"That's better than not being loved at all."

"Stop your nonsense till I have finished. What I have to say is serious. Of course marriage in the case of a girl who has a fortune necessarily becomes something of a commercial matter. She is expected to get an equivalent from the man she marries."

"Inclined, you mean."

"I suppose so. A match has been arranged by mutual friends whom I met in England between me and Lord Edmonston. He is heir to the title, but there is no estate; at least it is largely encumbered."

"The commercial part of it all is that you are to go into a matrimonial partnership, he to furnish the title, you the wherewithal to keep it up."

"Bluntly but truthfully stated. Nevertheless we women prefer to be loved by the man we marry. Edmonston and I have never met. He is coming tomorrow to make my acquaintance and will remain here so long as he likes. Now, I wish you to be I while I am you. I shall try to win his heart, he supposing his interest is in you. Do you see?"

Ruth Dudley looked serious.

"Yes; I see plainly, but suppose you fail to induce him to give up the rich girl for the poor girl? Where will I be? Your mother from the time I was a baby saved me from poverty and all that means to a child in its future station in life. This she did by using that fortune you now possess. You ask me to do that which in case your plan fails will lay me open to a charge of base ingratitude."

They were sitting side by side on a wicker bench. Clara Kimball put an arm around her friend's waist, drew her to her, kissed her and said:

"Ruth, dear, if my plan fails I shall rejoice to greet you as Lady Edmonston."

"Thank you, Clara. I have no ambition to marry a man with something to live up to and nothing to do it on."

But Miss Dudley was persuaded to do that against which her inclinations as well as her judgment rebelled. It was the obligation that compelled her. She

accepted the situation, resolving that if she could antagonize Lord Edmonston she would certainly do so.

Mrs. Kimball, Clara's mother, was the only person in the house besides these two, excepting the servants, and she was in her daughter's secret. She was to keep out of the way except so far as she would be needed as chaperon. Lord Edmonston arrived, and Ruth received him as her prospective fiancée. There are good men in the British aristocracy and there are men who do not deserve to be classed as men. Edmonston belonged to the former class.

Edmonston did what would naturally have been expected of him under the circumstances—he showed a preference for the girl he supposed to be the heiress. Ruth treated him, to say the least, without cordiality. Clara did her best to please him. Edmonston appeared to accept the situation and showed himself disposed toward the company of Clara. It must have been evident to him that he had not made a good impression on the supposed heiress, but that her friend was quite pleased with him. What he really thought or felt neither of the girls knew. When the first day of his visit ended the girls before going to bed held a conference and the real Ruth congratulated the real Clara on the way the plan was working.

"It bids fair," said Ruth, "to be a very pretty romance with a delightful denouement."

"You shall come and live with me at Edmonston castle," said Clara.

"Ruth," said Clara one morning, "this is downright selfishness on my part. If I am to have a coronet and a fortune you should have at least a fortune. I have written Duncan Swift to come up for the week end. Set your cap for him. He's very wealthy and a fine fellow. He indicated to me once that it would be a good plan to unite our fortunes, but neither loved the other, and I declined. Besides, it has always been my ambition to marry a nobleman."

"At any rate," replied Ruth, "another man in the house will be conducive to carrying out your plans."

"How?"

"Why, I shall show Lord Edmonston

that I am for your friend, Mr. Swift. Edmonston will accept the inevitable and be better satisfied to take you without the fortune since he can't get it through me. But, Clara, Mr. Swift, knowing you to be Clara Kimball, will give the plan away."

"Not at all. I shall let him into the secret."

Affairs of the heart are prone to take their own course. Mr. Swift came and, as Miss Kimball had arranged, devoted himself assiduously to Miss Dudley. But the pleasant relations that should have existed in this quartet were marred by an antagonism on the part of the two men, which showed itself at once and developed with amazing rapidity. This the girls could not understand. Edmonston was devoted to Clara, and Swift's attentions to Ruth were very noticeable. Why then should the men be antagonistic to each other?

It was not long after Swift's arrival that Edmonston, seeing Ruth alone in the garden, went out and joined her.

"Miss Kimball," he said, "I think this visit, which has not resulted in what it was intended for, should come to an end."

Ruth looked up at him surprised.

"When I came here," he continued, "as soon as I saw you I said to myself there is the woman I would wish for my wife irrespective of her fortune. From the first you have shown that you have no such feeling toward me. There is no necessity for me to remain longer. I leave at once. I have the honor to bid you goodbye."

"But," stammered Ruth, "you have been devoting yourself to my friend."

"A ruse de guerre. I hoped to pique you."

Ruth stood a picture of conflicting emotions. What she had feared but what in her heart she had craved had happened.

"Lord Edmonston," she said, "don't go today. There is something that needs to be explained to you."

"I should be pleased to listen to the explanation."

"Not now, tomorrow."

Edmonston looked at her inquiringly, then consented to remain till the next day.

Ruth went at once into the house to find Clara, intending to break to her the news of this lamentable failure of her plan. As she passed the library she saw Swift and Clara there in earnest conversation. She passed on to her own room to wait until she could see Clara alone. After what seemed to Ruth from voices in the library below an earnest conversation there was a lowering of voices and presently silence. In due time Clara's footstep was heard on the stairs, and she entered Ruth's room. Ruth was still a volcano of emotion, and Clara seemed not less perturbed.

"Oh, Clara!"

"Oh, Ruth!"

"What I feared when you announced this plan to me has happened."

"And what I have feared since has happened."

"What's that?"

"When Duncan Swift proposed to me I supposed it was simply to unite our fortunes."

"Well?"

"He says it wasn't that at all. He loves me. As soon as he came here and found Edmonston here he was wild."

"What did he do?"

"Why, he says that—oh, Ruth, I can't say it—do you love him?"

"Go on."

"He says he devoted himself to you to pique me."

Ruth stared at her friend, but said nothing.

"Are you crushed at what I tell you?"

"Do you love Swift?"

"Yes, I have accepted him. But heavens! How am I to break the matter to Edmonston?"

Ruth went to her friend and embraced her.

"Never mind Edmonston," she said. "If he wants a fortune he'll have to find it in another. These two men have been playing the same game."

"What do you mean?" asked Clara.

"Edmonston, in order to pique the heiress, has been devoting himself to the heiress' friend."

"He loves you?"

"Probably he loves the fortune he supposes I possess."

"That remains to be seen."

"Which of us shall confess?" asked Ruth.

"I will confess for both," said Clara.

Edmonston was still pacing in the garden when Clara found him there.

"Lord Edmonston," she said, "I am not Miss Dudley, as you have supposed. I am Miss Kimball."

Edmonston looked astonished.

"Before uniting any fortune with your title I desired to win your love. I have not won your love nor have you won mine. I have this morning accepted a lover from whom I have been separated by a misunderstanding. As for my friend Ruth Dudley, you may settle your affairs with her direct."

"Where is she now?"

"In her room. If you desire to speak with her go into the library. I will send her to you."

That same evening the two girls were in Clara's room in *deshabille* comparing notes as to the events of the day. Both were happy.

"What did Lord Edmonston say to you, Ruth?" asked Clara.

"What did Mr. Swift say to you?"

"Oh, it would sound flat at being repeated."

"My case exactly. The only real love scenes, Clara, are at the end of a movie play. When they kiss you know just how they feel."

Miss Dudley is now Lady Edmonston. Her husband got a fortune through an uncle. He didn't have to marry it.

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### The Heart of the Christmas Child

BY HELEN IRWIN

The Great Man was in a frightful humor.

The clerks tiptoed in and out of the private office, and Miss Elgin gathered up her pencils and erasers and fled. James had capped the climax of a series of disasters by telephoning that the machine was out of commission. The Great Man must take the trolley home. The trolley home on a night like this, when even standing room would be at a premium.

He banged up the receiver, and bel-

lowed at the office boy to get Miss Elgin. When she stood meekly before him he issued his orders abruptly.

"Write up those letters," he said, "file those things, add up these reports; straighten out here. There are some telephone calls that I haven't time for—then you can lock up. I must be off, that infernal trolley will make me late as it is."

Then he struggled into his fur coat and started, lest the soufflé be a trifle overdone, and Miss Elgin dropped her tired hands in despair at the burden he had slid on to her shoulders. It meant work for her till eight or nine, and this was Christmas eve.

At the corner where he took up his stand for a car a newsboy accosted him.

"Paper, mister?"

"No," he said shortly.

The little fellow persisted.

"Paper, mister?"

The Great Man looked down with a sharp retort on his lips, and the face of the child arrested his attention, it was so white and pinched; and the eyes staring out of it so big and earnest. He took out a quarter, and because a car was coming, waved aside the change. In spite of his hurry, the boy's thanks struck strangely on his ear.

"You've got the heart of the Christmas Child all right, Mister."

The heart of the Christmas Child, for a measly quarter, one of many thousands he could spare! The bitter irony of it brought a smile to his lips; a smile that twisted his face into a strange shape.

Alec met him at the door, and removed his coat. Dinner was served and he sat down to it alone. His wife was dead, and since Alice ran away two years ago with a poor clerk and he had pronounced the sentence of exile upon her, he had lived alone with his servants.

They ministered to his comfort skillfully now as ever, but somehow things were not right. He thought of a poor family group in the trolley, and pictured their Christmas evening meal; imagined what joy the smallest thing on his table would give them—

He drew his eyes impatiently away; and then he thought of the clerks' Christ-

mas gifts, cut right in two. He pictured the faces of the neediest ones, when they opened the flaps of the tiny envelopes he had guiltily sealed. Around and around the room seemed to echo:

"You've got the heart of the Christmas Child all right, mister," and he laughed aloud.

He pushed back his chair impatiently and went into the library.

"Great Scott! what is the matter with me?" he said; "my liver must be out of order."

He took up a cigar and a magazine, but he could not read. From across the shadows of the library his daughter's eyes sought his, staring from out the canvas. She was the only one he had left, and she was cast rigorously aside. The face of the Great Man worked suddenly in pain, and his head fell forward on his arms.

And then—soft arms were about his neck, and lips pressed to his cheek.

"Father," said a voice, "look up and say I may come. Alec let me in; I've been waiting in the hall—"

She broke off. The sound of music came faintly into the room. With arms about him, she drew him to the window and flung up the sash.

"The 'Little Orphans' Christmas Carol,'" she whispered, and the room was filled with melody.

Tears streamed down the Great Man's cheeks; he drew her head to his shoulder.

"Alice," he whispered brokenly, "you must come and make me a better man."

And suddenly about them hovered the spirit of that great heart of the Christmas Child.

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### Deacon

BY SEWELL FORD

Most things Deacon took as they came, and with great calmness of spirit, for he was an even-tempered old horse, whose disposition a dozen years, filled with the usual allotment of equine adversity, had thoroughly seasoned. Yet now he was pawing and stamping as impatiently as any four-year-old. At intervals he would stretch his neck, thrust forward his old white nose, and indulge in a complaining

whinny. There was reason for Deacon's restlessness. More than an hour ago he should have been on the move, but here he was still waiting in the postoffice shed, and never a sign or word from his driver.

Deacon, you understand, pulled Uncle Sam's mail over Rural Free Delivery Route No. 2, Havertown P. O. He had pulled it for three years, and he was fairly well versed in the business. At any rate, he knew that it was past his starting time. Long before had the sway-back sorrel on Route No. 1 taken the road. The pert little bay mare on No. 3 had followed a few minutes later. Yet here was Deacon, with the heaviest and longest route of them all, still standing idly in the shed.

Inside, in the Havertown postoffice, were a number of men whose frame of mind was worse than Deacon's. One of them was the postmaster himself. In the first place the simultaneous arrival of a three-foot snowfall and the bulk of the Christmas mail was bad enough. Next came the disabling of one of his best drivers, and the discovery that two substitute carriers were out of town. Well, the postmaster said things. Dan Sweeney, driver of No. 2 route, was disabled beyond doubt. There he was sitting on a pile of mail sacks, his back against a steam radiator, his face white and drawn out of shape by twinges of rheumatism. He had dragged himself down to the office, but that was all he could do. Now, although he should have been sent back to bed, he was sorting the mail for his route.

"The Christmas mail, too!" groaned Dan. He had a conscience, Dan had, and his heart was in his work.

It was a sight of the great pile of packages which made Danny groan deepest. They were more to him than simply so much fourth-class matter, these string-tied boxes and bundles. They were invested with something besides the statute-guarded sanctity of the United States mail, for which Dan Sweeney had no light respect. He knew that each one of them carried not only merchandise but a subtle freightage of the goodly holiday spirit, the joyful sentiment of Christmastide.

And to think, just because of this plaguy rheumatism of his, many of them might not be delivered until the holiday was over with, when they would come lagging along, as stale as firecrackers on the 5th of July! So Danny groaned.

"There!" said Danny at last, to the office clerk, who was to attempt the task, "you stow the packages in just that order and do your best to find where they go. Old Deacon'll take you over the route all right if you give him his head. He knows it like a book."

So the Christmas mail was finally started out over Route No. 2. Deacon turned an inquiring eye on the new man, as much as if to ask what was the matter with Danny.

No sooner had they reached Joel's road, where the route began, than Deacon realized the inexperience of the new man. Why, he was actually going to drive past the Powers' place, and the Powers almost always had mail of some kind, even if it wasn't more than a poultry magazine or a seed catalogue. After one or two such mistakes Deacon took charge of things himself. From house to house he went, stopping wherever he had been in the habit of calling, waiting until the new carrier found who lived there and had looked through letters and parcels to see if he had anything for them.

All the forenoon and all the afternoon this went on, but when the red sun went down in the frosty west there still remained half a hundred letters and more than a peck of packages to be delivered. The new man was hungry and tired, but he was no quitter. So he begged some hay and oats for Deacon, borrowed a lantern, and together they started to finish the route. As for Deacon, his old knees were stiffer than ever, his shoulder muscles ached, his flanks heaved like a pair of blacksmith's bellows, but he plunged on, never skipping a single house, never hesitating at a roundabout half mile, doing his whole duty quite as thoroughly as if there had been someone behind to urge him on instead of a cold-numbed clerk, who had no longer even touched the reins. At last only one letter was left, a thick, bulky one in a blue waterproof envelope, bearing a foreign



postmark. "Josiah Braisted, Esq.," was the address.

"Braisted, eh?" muttered the clerk. "Wonder if the old horse knows where he lives?"

Evidently Deacon did, for he was plowing through a big drift, heading straight out on the Boston road into the darkness. Far ahead, on the top of a long hill, the clerk could see the lights of a big house. There were no other lights between. Miles behind he could make out the glow of the city. The clerk wished he could be back there, where one could be warm again and get something hot to eat. With numb fingers he pulled out his watch. Half-past nine! Why, it would take them a good two hours to drive back now. Braisted be hanged! He could get his letter after Christmas.

So he grabbed the reins and indicated to Deacon a desire to turn around. But Deacon would not turn. Pull on the rein as he might, Deacon would only swing his head about, keeping his legs moving straight ahead. By much shouting and sawing on the reins Deacon was stopped. Then the new driver waded out to his head, took him by the bits and tried to point the horse the other way. Deacon refused to budge. Those lights on the top of the long hill marked the end of the route, and Deacon knew it. And to those lights they went. "Josiah Braisted?" asked the driver curtly of the young woman who answered his ring.

"Oh, it's come, it's come!" she shouted to someone within, as she held out her hand eagerly for the letter.

Never before had he seen so much excitement caused by the delivery of a letter. In a moment there were three or four persons in the front hall, all talking at once.

"Do you think it will save him, doctor?" asked the anxious-faced old lady who had followed the girl to the door.

"It will if anything will, I guess," answered a stout, bearded man. And he mounted the stairs to see the patient in the upper room.

Then they insisted that the half-frozen clerk come inside and have something to eat. Deacon? Oh, they would take care of Deacon. They did all this and more.

It seemed that this letter had been long expected, and was sadly needed, for it came from a prodigal son to a very sick father. It had its effect too.

Of course the clerk told them of Deacon's heroic stubbornness, of how the old horse had insisted on going to the very end of the route when he had tried to turn him back. Josiah Braisted, Esq., heard the story during his convalescence.

"I must tell my son about that when he comes home," he would repeat as they told him of the part Deacon played in the story. "We ought to do something for that old horse," he said.

They did, too. The office clerk, who will first show you a handsome gold watch, tells the story best, always ending with, "And old Deacon, why, he lives out there on the Braisted place like a thoroughbred. He's in clover, he is."

"Well," Dan Sweeney will add, "it's no more'n he deserves. Old Deacon was a mighty good horse in his day, and mighty knowin'."—*St. Louis Globe-Democrat.*

### When Christmas Comes

When Christmas comes, I never mind the cold,  
I like to get up prompt an' go to school,  
An' do my sums,

An' clean the walks 'thout waitin' to be told—  
Though I like sleddin' better, as a rule,  
Or buildin' forts— But nothin' ain't so bad  
When Christmas comes.

When Christmas comes, I'd just as lief give half  
My cooky to the baby, an' take care  
About the crumbs.

It's fun to make the little fellow laugh,  
An' I don't mind his taggin' ev'rywhere.  
He can't help bein' little! I'm not mad  
When Christmas comes.

When Christmas comes, I don't forget to give  
My shoes a wipe, an' scrub my ears a lot  
Till my head hums.

An' mother says, "That's boy's too good to live!"  
But I'm not 'fraid of dyin', 'cause I'm not  
No different from always—only glad  
When Christmas comes!

—Abigail Williams Burton, in December *St. Nicholas*.

### Charmed by a Laugh

BY WARREN MILLER

I was working up a trout stream. It was early summer, and the birds were flitting among the trees that grew on both sides of the brook and united above,

forming a complete arch and shade except where the sun threw bits of light between the leaves.

There is a bird—I think it is the thrush, but I am not sure—that continually gives out two notes, the first higher than the second. These two notes were repeated time and again in the trees above me and came from a distance. They were very musical, and I loved to hear them. In short, they put the finishing touch on a perfect morning.

Suddenly there came one of these brief songs, not from above, but apparently from the other side of trees beyond which I knew there was a road, though I could not see it. I was in doubt whether the sound proceeded from a bird or a human being and, if from a human being, whether it was an imitation of the bird or whether it was one of those short laughs that may come from a child or a girl while conversing and something pleasing or funny is said.

Hearing voices approaching, I became more interested in the song than the trout, and, wading to dry ground I went up the bank a short distance and, craning my neck, caught sight of a bevy of girls passing down the road. I could see only their backs, but by their figures and their light tread I knew they were young. I caught only a glimpse of them before they were hidden by the trees, but in another moment I heard again those two melodious notes. I knew that they came from one of these girls and were a response to some facetious remark.

We are grown-up children. A child will chase a butterfly but will be turned aside by a gray squirrel. I had been intent on fish, but my interest in them had been suddenly turned by two musical notes of the human voice. Imagination stepped in and constructed the girl. I pictured her fair, of a happy disposition and altogether lovely. I wanted to haul in my line, put away the fly and go after that girl. If I did I would have to appear before her in khaki suit and rubber boots to my thigh. If I did not I would probably lose her forever. I decided upon immediate action. My reel clicked for a few moments, then putting my rod under my arm and catching up a few

trout I had hooked, I climbed the bank and set off down the road.

I was too late. I did not catch the girls I had seen passing. Where they had gone I could not discover. But a short distance from my point of departure I came to one of those country inns where guests abound in July and August and are deserted the rest of the year. On the porch were a great many persons, old and young, among them several girls, but I did not notice any feminine group such as I had indistinctly seen. However, it seemed to me that quite likely they belonged here; that they had been for a tramp and, having returned, had gone inside. If this hypothesis were not correct they must have flown up and away in the air. I could readily conceive of the girl with the bird notes doing so.

It is singular that a man with many attractive women to choose from should set so much store by one he has never seen, but has been attracted to by nothing more than a couple of flute-like notes emanating from her throat. It goes to show that the imaginary is stronger than the real. Be this as it may, I resolved to leave the hotel where I was stopping and take up my abode at the place where I hoped to find my imaginary idol. Returning to my quarters, I got into more presentable apparel and the same afternoon rode down to the inn.

One of the first things I did was to make inquiries whether there was a girl in the house who laughed as a bird sang. The question was well calculated to make me ridiculous, and it was not long before I was known as the man who was hunting for a girl with a birdlike laugh. Having been presented to several ladies sitting together on the porch, I asked my question. One of the group remarked to the others, "That must be Annette Thurston. I've noticed that little laugh of hers, and now that my attention has been called to it there is something birdlike in it."

Though all the group knew Annette Thurston, no other of them had noticed what was so attractive to me.

As soon as the young folks in the house learned that the girl I was looking for might be Annette Thurston she was informed that a man had fallen in love with

her laugh and was hunting for her. A young fellow of seventeen came for me and took me to her for an introduction.

Naturally the meeting was a trifle embarrassing. Miss Thurston, who found herself the center of a bantering circle, blushed, but I noticed that she looked at me as an object of interest. The boys and girls ran away, and I, throwing off my embarrassment, reasserted myself and began a conversation.

I took up my quarters at the hotel and paid much attention to Annette Thurston. At first she was rather shy of me on account of the fun poked at her by the other young people, but I was not long in winning her love.

All this happened years ago. I am now known as the man who married his wife so that he could always hear her laugh.

How little romance most persons have in theirs!

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### Her Choice

BY CLARISSA MACKIE

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Beth Lewis was lost.

On every side were sand and crisp brown vegetation and the hopelessness of the Arizona desert. Overhead were a cloudless blue sky and a burning sun.

Beth's red lips closed resolutely as she urged her tired horse along the faintly defined trail which had led her astray.

"We will make for that little canyon, Lightfoot—that little break in the rise beyond," said Beth, stroking the shiny black mane. "Perhaps—perhaps—there will be shade and water for us there."

When miles of burning sand had been traversed she rode down the dry bed of a water course and into the small canyon. Her heart sank, for there was nothing save an expanse of shimmering sand and some tall, spiny cactus on the steep, rocky sides.

But the large-leaf cactuses might afford some shelter from the sun, and she urged Lightfoot to the edge of the shimmering sand. There he paused and snorted shrilly. Another step and his feet sank in the yielding sand. With a scream of terror the beast settled back on his haunches and then made an ineffectual leap forward.

Beth shot over his head and fell a crumpled heap on the ground beyond the outer circle of shimmering sand.

When she recovered consciousness Lightfoot was struggling shoulder deep in the quicksand, his strained eyes turned in agony upon her face.

She turned away and sobbed her helplessness into her hands. When she looked again there was nothing save the yellow sand undulating in the sunlight.

How horrible it was! If Lightfoot had not tossed her over his head into safety she, too, might have been drawn beneath those treacherous quicksands.

But was her lot much better, alone, afoot, without food or water, lost in a wild canyon, on one side of which rose a precipitous wall of rock and on the other, cutting off escape, the quicksand?

The sun moved slowly away from the canyon, but the stifling heat did not abate. The rocky walls reflected the blinding glare and intensified its unbearableness.

Pale and languid, Beth leaned back against a rock and looked with dreamy eyes toward the mouth of the canyon, where help might come—if it came in time.

Surely some one at the ranch house, which she had left after breakfast for her morning canter, would attempt to find her. Would it be Buck Hayden or Judson Bailey?

She pictured the two men, loose-limbed and graceful, stretching along the necks of their horses with eyes alert for a glimpse of the girl they both loved and were fighting for with amicable rivalry. Together they had courted Beth Lee with a certain dogged persistence, and she felt somehow that side by side they would come searching for her.

The sunlight was still glowing on the opposite wall of the canyon when they came riding through the narrow opening, Judson Bailey in the lead, his dark face keenly alert.

At his flank rode Buck Hayden, his sun-burned countenance grim with anxiety. His jaws were set, and all of his homely features were knotted with care.

Beth's heart quickened as they sighted her and whooped joyously. She leaped to her feet and sprang toward them.

"The quicksand!" she cried sharply. "You cannot cross! Lightfoot went down there!" She pointed with trembling fingers at the quivering sand at her feet.

The two men halted at the edge of the sand and looked up and down the canyon. Their eyes met, and Judson Bailey's face blanched to a dull gray.

Buck Hayden's jaw set firmly.

"We can't get her any other way. One of us'll have to cross here, Jud." He looked the other man squarely in the eye.

Bailey licked his dry lips and tried to smile. He looked at the wide expanse of palpitating sand and then across at the girl.

"Ask her," he said suddenly.

Buck Hayden's face paled. "Beth," he called thickly, "one of us has got to cross over after you. Which one do you want? It's a good chance to make a choice!"

Beth was trembling with agitation. "Don't ask me. I can't choose!" she cried appealingly.

"You've got to choose," said Buck grimly.

"Let Judson come," she said faintly, hiding her face in her hands.

Buck's hands dropped to his sides as he turned to his successful rival. "I'm out of it, Jud," he said hoarsely. "I'll stand by to help you if you get in trouble. Will your mare make it?"

Bailey was staring with horror-stricken eyes at the crawling, beckoning, shifting particles of sand at his feet. Death by that slow torture would be—

"Will your mare make it?" repeated Buck impatiently.

"Sure to," responded Bailey, tightening his rein with a jerk.

"Ready, then," said Hayden. "I'll stand by, Jud—remember that!"

With a muttered ejaculation of terror, Judson Bailey wheeled his horse and spurred toward the canyon's mouth. In a minute he had disappeared from view.

"I'll have to come after you anyway, Beth," said Buck quietly.

She watched with bated breath as the sorrel sprang forward and then sank on the opposite side with scrambling feet.

Again the sorrel hovered over the quicksand and once more clattered to a foot-

ing, and then slowly, with Beth before him in the saddle, Buck Hayden rode out of the canyon with miserable eyes fixed straight ahead, unseeing, uncaring.

The heavens were thick with stars when they neared the ranch house, and then for the first time Buck addressed the girl sitting rigidly silent before him, her bright hair so near to his beating heart.

"I'm sorry about what happened, Beth," he said in a low voice. "If ever I catch up with that coyote I'll"—

A soft hand covered his lips. "Let him alone, Buck," whispered Beth. "I am ashamed to tell you how selfish I am, but I chose Judson because—I was afraid—I did not want you to take the risk!"

She paused, and the rest of the sentence was whispered within Buck Hayden's encircling arms.

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### At the Threshold of Fall

Before the gray winds come and the birds go; while yet buckwheat bloom is sweet to the bees and the rising sun awakens nymphæa on the bosom of the misty pond; while yet the fields are fragrant with rowen clover, and the grouse and the wood-hen cluck to their late broods in the hazel thickets; while the lush greens of summer still possess the fields and crown the hills with sumptuous repose in the long day—in short, just now, before we forget our blessings in a possibly hot and stewing September, let us give grateful praise to the uncommon loveliness of the season. Not the best of corn weather, but for sheer physical comfort and joy in breathing quite the best, especially in the midsummer weeks, wherein the dog-star usually rages, the mosquito revels, and sleep becomes a fitful and wearisome uncertainty. A good many rainy days, and many more days of freakish showers, some of them notable and furious, have given to the foliage of the trees and the herbage of the meadows those luscious perfections of verdure which they wear so happily. Other days have intervened, keen with reacting air currents, brilliant with clear, swift sunshine and with glowing white clouds drifting over profound azure depths of sky. How

the earth has felt the luxury of its vegetable life, how flowered and leaved in marvelous gayety and profusion, how sent forth new swaying sprays from the tip boughs of birches and cedars, hemlocks and pines, and flung forth, as in child's play, the delicate tender red leaves of spring from the ends of young maples and oaks! Nay, spring hues and fall tints have even balanced each other on the same saplings, so have remembrance and forecasting joined together in the happy unity of the year's advance.

And now that the later and more splendid of the goldenrods are beginning to glorify the plains and gleam in the bush-rows between the fields, the aster tribes are beginning their royal succession in the violets and purples which are so much more emphatic than their earlier fellows of the wooded shades, whose ray flowers are white, though their disk flowers are red, gold and lemon yellow, ripening to deeper tones as they grow old. The character of these autumn blossoms is such as to challenge every eye, and indeed it is chiefly now that the element of daring and vigorous splendor comes into evidence, and the earth grows rich with the glory that none can pass by. It is the garnered sunshine of the centering life of the year that now echoes the great orb in which is embodied and from which proceeds the very inner vitality and energy of our familiar earth. What a tremendous revelation is this—not the gentle, tender, slow graces that begin the floral year, with their shy spiritual apparition as arbutus, hepatica, pyrola, linnæa, partridge-berry and such silent woodland flowers, that must be sought in their seclusion. Even the tall white daisies and buttercups seem retiring as the black-eyed Susans take their places in the fields. There are still recluse beauties in the woods, but who thinks of them in the brave onset of the goldenrods, purple asters and the sun-flowers—flowers that seem to say, as the poet appealed to the rose:

Suffer yourself to be desired  
And not blush so to be admired.

It is interesting to note how the ripening of leafage into fall color begins humbly, on the ground, so that now in many a field one sees whole tracts that are

harmoniously colored in orange and flame, from the little buckwheat vine, which creeps on the earth where it finds nothing to climb upon, or more intensely red with multitudes of other polygonaceæ, such as smartweed, heartsease and the rest, whose pinkish flowers but serve to tone down the self-assertion of the red stems and leaves. Now the high grasses and sedges come out with notable plumes, and their stems and long swaying blades, deep with maroons and olives, lift the picturesque flower panicles into light in an aerial freedom; and the thatch that abounds on our plains begins to assume that Madeira-wine tinge that gives its tone to many an acre. Besides these there are the sumacs, beginning to intimate the riot of leaf-color to come, while their scarlet or crimson pompons break upon the sight like fantastic triumphal decorations of the march of the hosts of the outgoing year.—*Philadelphia Inquirer*.

#### Oldest Fleet in the World

When Solomon was king in Israel, the ships of Tyre, manned by the intrepid Phœnicians, after passing through the ancient canal by Serapeum, navigated the Red Sea and even proceeded as far as Iran. Their captains were seeking for precious materials to adorn the temples and palaces which that unwise potentate was then rearing, to the impoverishment and subsequent downfall of his mighty kingdom. About the same time they made their appearance in Britain, attracted by the metals that were even then a valuable asset.

The ships in which these bold mariners, the pioneers of traffic on the seas, pursued their ventures naturally became models of stability and seaworthiness, in every country in which they traded, and their type was adopted as a standard by East and West.

As the art of shipbuilding advanced in Europe the rowers gave place to sail power; the low waist, no longer required to give the oars play, was raised, and the high stern, as displacing the wind was lowered. Step after step, from galley to caravel, from caravel to stately frigate, from frigate to tall clipper ship, the art

progressed, until steam, the mighty revolutionary, introduced a new era in the service of the overseas.

From the same beginning the shipmakers of India and Persia have proceeded along precisely the same line of progression; but, with the conservatism peculiar to all Oriental arts, progress has been slow and labored; so that today the baghalas, peacefully at anchor in Bombay harbor, or pushing their modest ventures in Indian waters, differ in no important particular from the cogs and caravels in which Edward III set out to the undoing of Fair France in 1340.

The high square sterns, carved in a fashion not unworthy of the galleries of the "Santissima Trinidad," stand out as relics of a day when the embellishment of a vessel was a matter of personal effort and had no concerns with the shipchandling interest.

On board everything is in picturesque disorder, and appearances are evidently unstudied. Crude appliances and sea-furnishings have little room about the decks. Under the high poop are the sleeping quarters of the crew, and there could be seen the pleasing picture of master and man, the lion and the lamb, lying peacefully together.

The masters are Arabs, of impassive demeanor, but worthy men withal, who are only too pleased to exhibit their ancient craft to an interested visitor. With evident pride, they produce from mysterious recesses aged charts, compasses and quadrants, which might have been the identical instruments with which Noah made his phenomenal landfall. A rickety compass, possibly a relic from some gallant East Indiaman, completes their navigational equipment, and it is surprising how far they fare in safety.

In early days, and even up to a comparatively late date, they formed the only means of transit to those performing the Haj (the pilgrimage to Mecca), and the adventures of the pious pilgrims (storm and stress, want of water and food, surprisings at sea by hostile tribesmen) would have formed suitable material for the composition of a second Odyssey.

Time and the telegraph have altered our ideas of distance, and from Bombay

to Zanzibar, to Jiddah, to Suez, the Persian Gulf, and even Madagascar, seems to be but a few days' passage; but to the "baghalawallahas" it means a weary voyage of endless days, short commons for all, and "a keen eye on the water-butt."

Their method of navigation is simplicity itself. Longitude is ignored as a matter too deep for them, and such latitude as may be obtained by a perennial almanac, and a shaky quadrant, is their sole guide on the high seas. If they only hang on to their course long enough they must strike land somewhere, and if food and water give out—well, Allah is good, and sends ships to give us succor.

The officer of the watch aboard a large steamship, while steaming across the Arabian Sea, observed a baghala crossing his vessel's bow. Shortly she lowered her sail and hoisted what were evidently colored loin cloths as signals of distress. The steamer's course was immediately altered, and, when close aboard the engines were stopped. The baghala's crew put over their only boat, a shallow dugout canoe, that made a pathetic show of human handiwork on the immensity of mid-ocean. The canoe was paddled to the steamer's side and one of the occupants clambered aboard.

He was of the race known at sea as "Seediboys," and understood a few words of Industani. From him the steamer's captain learned of their plight.

Bound from some minor African port to Makallain, the Gulf of Aden, they had been driven from their course, were short of food and water, and utterly ignorant of their position. A perilous plight, indeed; but a sadly common one with such native craft. Rice and water was given to them, and the spokesman was made to understand that if he held as close to the monsoon breeze as his boat would sail, he would make the land nigh to his port. With a profusion of salaams, he slipped down into his boat, and shortly the steamer resumed her interrupted voyage. — *Philadelphia Inquirer*.

### The Founding of the Capital

The story of the locating of the capital of the United States on the banks of the

Potomac is one of singular interest, showing, as it does, that at that early period of our life as a nation, Congress could quarrel for days over a question and fill the country with its bickerings.

When the first Congress met in the city of New York in 1789, it found that it would have to deal with the establishment of a permanent capital for the young nation. Mr. Scott, of Pennsylvania, introduced a resolution saying that the capital should be situated "as near the centre of wealth and population and extent of territory as may be consistent with convenience to the navigation of the Atlantic Ocean."

This was met by Mr. Goodhue, of Massachusetts, who wanted the capital located on the east bank of the Susquehanna; whereupon Lee, of Virginia, with his eye on the Potomac, moved that it be established at a place "as nearly central as a convenient communication with the Atlantic Ocean and an easy access to the Western territory will permit."

Then came the first tug of war. It was soon discovered that the Eastern members were agreed on the Susquehanna, while the Southern men favored the Potomac.

Some of the language used during the hot debate which followed is very amusing, read today.

Mr. Sedgwich, of Massachusetts, declared that "it is the opinion of all the Eastern States that the climate of the Potomac is not only unhealthy, but destructive to Northern constitutions;" and Mr. Wadsworth, of Connecticut, "did not dare to go to the Potomac. He feared the whole of New England would consider the Union as destroyed."

For some time the debate went on, nearly every member taking part in it, and it was difficult to foretell the outcome. Mr. Lee tried to settle the matter by moving to strike out of the resolution, "the east bank of the Susquehanna," and insert "the north bank of the Potomac," but his motion was lost, and, after several days of discussion, the Susquehanna resolution passed the House and was sent to the Senate.

In a short time the bill came back, but it was not the same one that had passed

the House. The Senate had views of its own, and had located the capital in "a district of ten miles square, bounded on the south by a line running parallel at one mile's distance from the city of Philadelphia."

To Vice President John Adams belongs the credit of defeating the Susquehanna resolution, for it was so close in the Senate that he cast the deciding vote, but for which the capital of the nation, instead of being today on the banks of the Potomac, would be in what is now York county, Pennsylvania.

But Congress was not yet done with this vexed and troublesome question. In May, 1790, a bill passed the Senate to establish the capital in a district touching the Potomac, but this time the house refused to concur. Mr. Sherman, of Connecticut, wanted the district to include "the town of Baltimore." Mr. Burke, of South Carolina, favored Baltimore, and did not like the idea of keeping the seat of government for any time at Philadelphia, saying that "a Quaker State was a bad neighborhood for the South Carolinians."

Some of the members ridiculed the idea of establishing the capital where it is now, one of them saying he "did not think there was any serious intention of going to that Indian place," and declared further that the founding of the capital on the banks of the Potomac would amount to the disqualification of many of the northern members, who would resign rather than attend the sessions of Congress on that river.

When the test vote was taken it was found that the Potomac had won, and by a vote of thirty-two to twenty-nine the bill became a law.

It had been resolved that the seat of government should be kept at Philadelphia till the year 1800, which would give time for the erection of suitable public buildings at Washington. The President was authorized to appoint commissioners to survey the lands within the proposed district, and the work of building the capital of the new nation was to be pushed as rapidly as possible.

It is said that the spot chosen for the capital was a favored one of Washing-

ton's, that he had been attracted by it while surveying when a young man, and that at one time he had encamped there during a campaign against the Indians. At any rate, he entered with vim into the building of the capital, and was foremost in every move.

A good many of those who owned the land, with the true spirit of speculators, wanted the highest of prices for their ground and among them was one Burns, who was not disposed to act with the smallest degree of reason.

Washington was sent to mollify the refractory Burns, but that gentleman remained resolute, saying, in an outburst of anger, to the first President:

"I suppose you think people here are going to take every grist that comes to your mill as pure grain, but what would you have been if you had not married the Widow Custis?"

There is nothing on record to show that at the time of the founding of the capital Washington had any idea that it was to be named for him. Some time later the commissioners wrote to Major L'Enfant, the French engineer who had been employed to lay out the city as follows:

"Sir: We have agreed that the Federal district shall be called 'The Territory of Columbia,' and the Federal city 'The City of Washington.' The title of the map will therefore be 'A Map of the City of Washington in the Territory of Columbia.'"

The building of the capital went on under many difficulties. At last, in 1800, the seat of government was removed thither. You may know that we had not very much at that time when a single packet sloop carried all the office furniture of the departments, besides the "seven large boxes and four small ones," which held the archives of the Government.

Washington, at this time, was little better than a backwoods settlement. Though it was the seat of Government, John Cotton, a member of Congress from Connecticut, wrote that Pennsylvania Avenue, one of the finest thoroughfares in the world, was "a deep morass covered with alder bushes," which were cut

through the length of the intended avenue during that winter.

A member of the President's Cabinet wrote that there was "a good tavern about forty rods from the Capital," and that "the people are poor, and, as far as I can judge, they live, like fishes, by eating each other."

As time passed, discontentments arose, and several attempts were made to remove the capital. Washington's death checked these attempts for a time, but they were revived after the burning of the capital by the British army during the War of 1812. Washington was then in a sad condition, and the debate over the removal waxed hot in Congress; but the final vote was against the proposition, and the rebuilding was pushed with vigor.

Since then has arisen on the banks of the Potomac the magnificent city which is the capital of the Nation. Presidents journeying to it do not get lost "on the high road from Baltimore," as did John Adams, and the "seven large boxes" which contained the papers of the Government have grown to many thousands.

The young visitor to the capital, wandering among its magnificence and viewing the landscape from the top of the Washington Monument, must involuntarily thank John Adams for the casting vote which located the city "on the banks of the Potomac."—*Philadelphia Inquirer*.

### Heads I Win, Tails You Lose

Mr. Roosevelt, discussing in Milwaukee his idea of an employers' liability law, said to a group of correspondents:

"Such a law would assure an injured workman of compensation without the cost of a suit. To be sure, some lawyers would thus lose money, but after all, the 'ambulance-chasing' type of lawyer isn't worthy of much consideration.

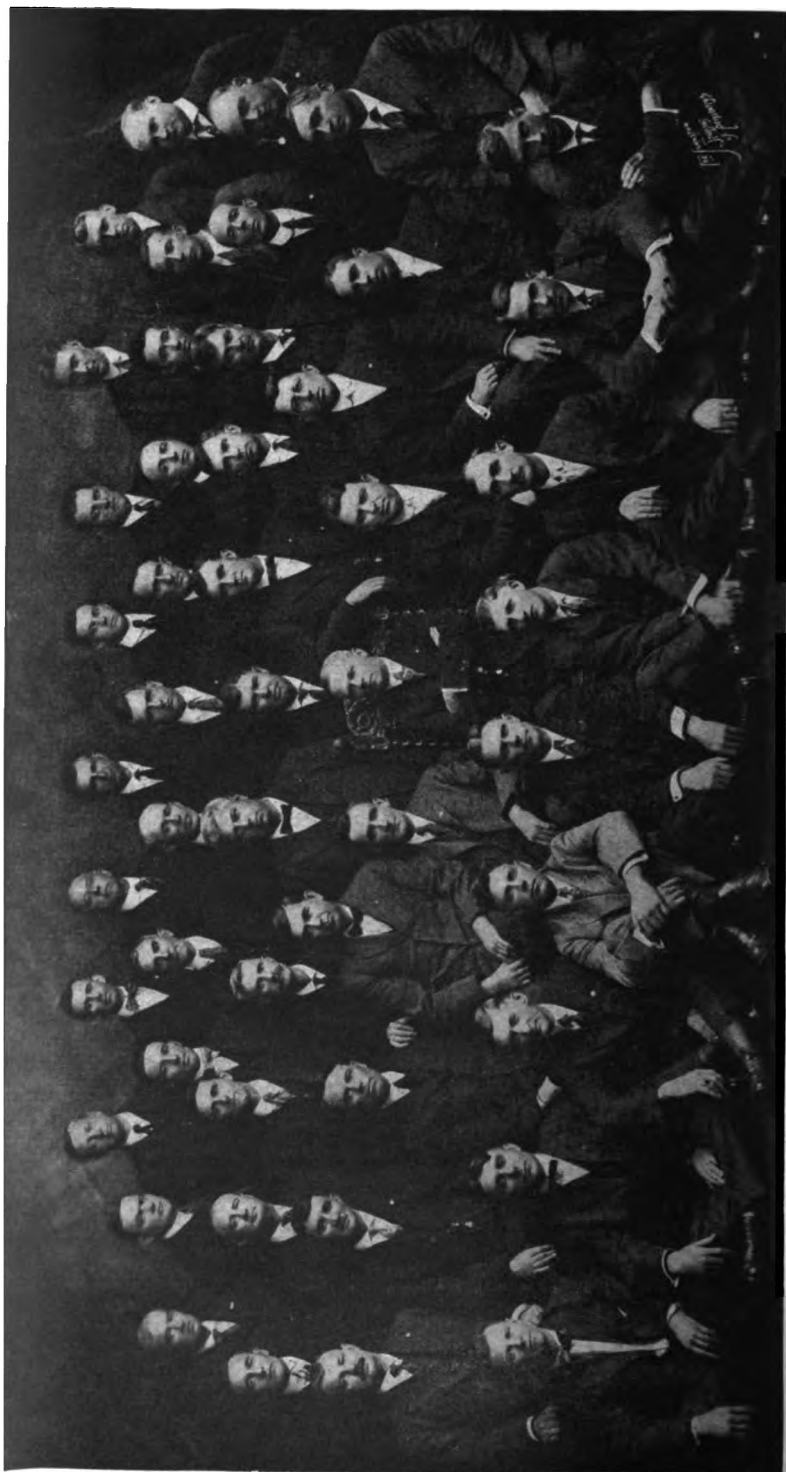
"An injured miner was telling a friend how one of these 'ambulance chasers' was going to bring a suit for him.

"He's working for me on a contingent fee," the miner said. "What is a contingent fee? Do you know, Jimmy?"

"Sure, I know," Jimmy answered. "If you lose the case your lawyer'll get nothing, and if you win you'll get nothing."

—*Success*.





JOINT COMMITTEE OF ADJUSTMENT B. OF L. E. AND B. OF L. F. & E., PENNSYLVANIA RAILWAY LINES, WEST

—Courtesy Bro. H. R. Karna, Chairman Joint Committee

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Christmas Time

A rather pleasant feeling,  
Filling all our hearts with cheer.  
Unconsciously comes stealing  
O'er us this time of year;  
For tho' the frost is biting  
And King Winter rules the land,  
Our spirits go a kiting,  
There is joy on every hand.  
The handshakes grow much tighter;  
Friendships warmer, it is clear,  
And the reason, 'tis the season  
When the Christmas time is near.

Now the children are confiding  
Little secrets, oft retold,  
Busy hunting nooks, for hiding  
Wondrous treasures, as of old.  
While age looks on, reviewing  
With retrospective gaze,  
Pleasures, mentally renewing,  
In like scenes of other days.  
Yes, old memories come to greet us,  
Growing fonder with each year,  
From which naught on earth can cheat us,  
When the Christmas time is near.

T. P. W.

### The Passing of 1917

NEW ORLEANS, NOV. 1, 1917.

EDITOR JOURNAL: Another year is passing swiftly by and the time is near at hand when all nations will celebrate the natal day of that lowly Nazarene who proclaimed "Glory be to God in the highest, and on earth, peace and good will toward men."

What things have transpired during this period; what changes have we witnessed, and what scenes have been enacted? The panorama of life has been ever changing; a few happenings have been bedecked with happiness and pleas-

ure, some tinged with care and sorrow, while many have been burdened with heartaches and remorse. Particularly does the latter apply to those who have experienced the parting of home ties, where true and beloved sons have pledged their loyalty, and if need be, their lives, as a sacrifice in the defense of their country's call in the cause of democracy and universal freedom.

While human agency can never command words of praise too great or pay tribute undeserved to the noble young men of this country who have gone forth in defense of common justice, there is another side to all this, one we should not and cannot forget, those left behind, especially the dear old mother.

In the defense of a righteous cause she has seen her noble boy respond to duty's call, and proudly, yet sorrowfully, watched him make preparations and leave for "somewhere in France;" and as the time of parting comes, she lays her head upon his breast, gently takes his hand in hers, presses a kiss of a mother's love upon his quivering lips, and in tones as only a mother can, she whispers the never-to-be-forgotten words, "Goodby, my son, and may God bless you and keep you till we meet again."

This has been a real scene in thousands of homes during the past year, and when we hear the chimes of Christmas bells and gather round the festive board, there will be many vacant chairs; many smiling faces will be missed, and the merry peals of laughter will not be heard. There will be many an aching void that nothing but the return of a loved one can fill.

Let us hope that with the coming of the new year there will be a dawning of a brighter tomorrow, that the carnage of battle will cease and all nations, with one accord, will join in the glad refrain, "Glory be to God in the highest, and on earth, peace and good will toward men."

Yours fraternally,

F. E. WOOD, Div. 755.

### The Chicago Joint Working Agreement

CLEVELAND, O., Oct. 24, 1917.

EDITOR JOURNAL: I have read in the JOURNAL with much interest the criti-

cisms of the various writers on the Chicago Joint Working Agreement, and am compelled to say that those who see no merit in that document are the ones who do not really understand it.

My experience in the field as a Grand Organizer has shown that success in getting engineers outside our ranks to join us has been mostly due to my efforts in making Articles No. 1 and No. 6 of the Chicago Agreement clear to those men, for when I have been able to do that the rest has usually been easy.

There are a number in our ranks who are harshly criticising this agreement without any justification whatever, they having no knowledge of either the letter or the spirit of its intent, and in doing so are not only displaying a lack of that familiarity with the law necessary to qualify them to criticise it, but their attitude and their influence as members of the B. of L. E. in their combined effort really constitute an act bordering on disloyalty to our Brotherhood. When I ask many of these objectors if they are familiar with the provisions or purposes of the agreement, they say "they don't know anything about it, only that it is no good," and yet they are casting a reflection on the laws governing our membership, of which they are a part, and to which they are obligated to give their moral as well as their financial support.

The writer has had a great amount of experience with the operation of the Chicago Joint Working Agreement and can say, with the utmost assurance, that if our members would study the conditions of that document, and the ruling made by the Grand Officers of both Orders concerned by it, they would then be able to discuss it intelligently, the effect of which would be quickly shown in the figures of the monthly statement of our increase of membership.

There are many men running engines today who contribute nothing of either moral or financial support to the committees through whose agency we are enabled to keep pace with the progress of the times though having to contend against a bitter and most perfectly organized opposition on the part of the

railroads to do so. This, you will agree, is all wrong. No self-respecting man will so compromise his standing when the real position he occupies is shown to him in the proper light, but unjust and unfounded criticism of the laws of our organization is not the proper means to employ to show him. We need the membership of every eligible engineer, and when we reach that stage, as we surely will, if present indications can be relied upon, we will have an organization that will give its members more for the cost than any other labor Order on earth.

The B. of L. E. is based on the co-operative principle, and the nearer we approach one hundred per cent in membership, the nearer it is possible to attain the fullest measure of both economy and efficiency, and the Chicago Agreement, when rightly understood, is a leverage in the hands of every one of us to bring about that desired result as it shows every man just to which Order he should belong, and why. So Brothers, let us put our shoulders to the wheel, and boost the B. of L. E., and all will be surprised at the results that will follow.

Some of our members are advocating the closed shop, and while the principle of that plan is all right, there are some reasons why it would not be practicable. To seek to bar engineers from service who were not members of our organization would be unfair to those outside our ranks, whom we cannot, under our present insurance laws, admit to membership account of the age limit of 50 years. So when considering the "closed shop," don't overlook that fact, which may tend to modify your zeal in that direction.

What we need most today is a clear understanding on the part of our members of the laws, and a better knowledge of the benefits we are all deriving from the practical, the social and the benevolent features of our organization, so we, as members, may not only more fully appreciate them, but will also be better able to present our side of the case when we are seeking for an increase of membership.

Yours fraternally,

A. C. BLAINEY, Grand Organizer.

**Address of the Gen. Chr. C. of G. R. R.**

MACON, GA., Oct. 14, 1917.

**EDITOR JOURNAL:** With reference to these get-together meetings, I desire to say the good gained thereby should be of lasting benefit. If ever there was a time when absolute harmony was necessary within our organization it is now, and in the near future, for the opposition was never so perfectly organized as it is today, and any dissensions that we permit to grow within our ranks weaken our lines so that our efforts for improvement are only partly effective and may fail altogether when the real test comes.

There has been much improvement made in the matter of wages already. I recall the time that engineers, when first promoted, got but \$2.50 per day, and that was for 12 hours work, regardless of the number of miles made within that time, and there was no such thing then as overtime. Firemen received \$1.45 per day, and both engineer and fireman had to report to the shop foreman as the shopmen did, unless they were out on the road.

I recall how in 1888, or 1889, the engineers and firemen succeeded in abolishing classification, the engineers receiving a uniform rate of \$4.00 per day and the firemen \$3.00 per day. This concession was gained from a Mr. Belknap, General Manager. The next agreement was one between the engineers and a Mr. Galbett, General Manager, by which the mileage system of pay was established. These were important victories; the mileage system of pay particularly so, as the principle of pay for miles run, combined with a corresponding limit of hours, is the only equitable basis on which to compute pay for service of men in train work.

These concessions were often gained by committeemen whose efforts were not always fully appreciated, and some of these men, particularly the General Chairmen, even were made to resign their position because of harsh criticism, or lack of appreciation of their efforts.

By such means good men have been not only discredited, but were often made to lose interest in the welfare of the Order. Even if they made mistakes, they should be given a chance to profit by the experi-

ence they gained, which would make them more capable to carry their responsibilities. In proof of that fact let me call attention to a case recently won by Assistant Grand Chief F. A. Burgess, for the men on the G. F. & A. R. R., which was made possible chiefly by the skill Brother Burgess had gained from the hard knocks of experience, so Brothers you must give those who represent you a chance to profit by the experience they get for the benefit resulting is your gain. The best move you can make is to endorse your committeemen by reelecting them to represent you, and do it by a referendum vote that the majority may be satisfied, but beware of politics, and the men who play it in our ranks, for any purpose.

When you feel inclined to find fault with your General Committee today, just look back to the figures of pay to which I have herein called your attention and note the advances your committees have gained for you, and often against the bitterest opposition from the railroads, and sometimes with very loose support on the part of the men. So let me again recall to your mind the absolute need of giving a united support to your committees, for they are the agents through whose efforts you are to look for improvement in all that concerns your comforts, and your earning power as engineers, and their success in that direction may be weighed by the measure of harmony and unity of purpose of the rank and file of the men they represent.

Fraternally yours,

J. F. EMERSON.

**Suggestions for Reducing Representation**

SAN FRANCISCO, CAL., Oct. 14, 1917.

**EDITOR JOURNAL:** I wish to offer the following suggestions to the readers of the JOURNAL to help us arrive at some definite conclusion as to the best means whereby we may reduce the cost of our conventions, also the number of delegates representing us there.

1. To create two separate legislative bodies.
2. First one to be called an Operative Legislative Body.

3. Second to be called Constructive Legislative Body.

4. The Operative Legislative Body to consist of all the General Chairmen of the G. C. of A. And the Chairmen of the Legislative Boards of the various States and Provinces.

5. The Constructive Legislative Body to consist of a delegation to be elected from the rank and file of the Brotherhood.

6. The number of constructive legislative delegates to be determined by the next convention.

7. The number of constructive delegates to be elected to be prorated by using the number of miles of railway within the jurisdiction of the B. of L. E. and in the manner of election prescribed in the following suggestions.

8. One year before the date of the convening of said legislative body, it will be the duty of the General Chairmen of the legislative boards from the various states and provinces, "with special provision for Mexico," to file with the Grand Office of the B. of L. E. the number of miles of railway coming under their jurisdiction.

9. The Grand Officers receiving this report as per suggestion eight will add the number of miles received from the various chairmen and divide it by the number of constructive legislative delegates to be elected. And will then notify the chairmen from the various states and provinces of the number of their prorated to be elected.

10. The General Chairmen of the legislative boards of the various states and provinces receiving from the Grand Office their prorated as per suggestion nine, will notify the subdivisions within their jurisdiction of the allotment.

11. Any Brother who wishes to be a candidate for the Constructive Legislative Body will register with the General Chairman of the state or province in which his Division is located within sixty days from date of notice.

12. The General Chairman to notify the subdivisions within his jurisdiction of the names of the registered candidates, and with it an order to the subdivisions to spread the ballot for the election of said number allotted to their State or Province.

13. Each subdivision will make its report of the result of the ballot to the legislative chairman of its state or province.

14. The Chairmen of the various Legislative Boards, on receiving the reports of the subdivisions, as per suggestion thirteen, will report the results of the ballots to the Grand Office, and a copy to each subdivision they represent. Upon receipt of this report, the Grand Office will issue a certificate of election to each Brother who has been elected to serve in the Constructive Legislative Body.

15. The Constructive Legislative Body is to represent the Brotherhood, when in session, and all laws and rules are to be created by this body, and to become operative only after they have been passed by the operative body. The operative body to be called into session at the same time the constructive body is convened.

16. All the remuneration that a Brother is receiving from the Brotherhood shall be suspended while he is attending the meetings of these bodies, during which time his pay shall be governed by Section 22 of the Constitution.

I would be pleased to hear from some of the Brothers. Would like to know their opinions of the plan I have outlined here, either by letter or through the JOURNAL.

I have some other suggestions to offer by which repeal cases, trials and other routine business of the convention might be more expeditiously handled than at present, but will not take up any more JOURNAL space at this time.

I am a member in actual service.

Fraternally yours,

F. E. WOODWORTH,

1316 Mariposa St.,

San Francisco, Cal.

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### The Age Limit, and Women in Railroad Work

ALGHERS, LA., Oct. 3, 1917.

EDITOR JOURNAL: I read an article in the *Labor Advocate* recently, calling attention to employment of women in mills and sweat shops that capital may increase its profits. I also note that President

Peters of the Long Island Railroad has something to say on that subject which perhaps expresses the thought of some others of the employing class in railroad work. He says, "If the men are called to the colors, the wife or daughter could take their places, and thus prevent a shortage of labor." I can offer a better remedy than that. I would suggest that the railroads abolish the age limit, which in its effect is nothing more nor less than a blacklist. The result of this is that to-day there are many able-bodied men who could fill the places of the men sent to the front better than it could be done by women, but there is always the possibility that the women may be employed at a lower wage rate than men would demand.

The railroads tell the public the age limit is the result of their desire to make railroading and railroad travel safer by requiring physical fitness of the men employed in train work, while the fact is, the service today, largely through want of skilled men, is much more dangerous than it should be with all the mechanical safety appliances surrounding it. Not only is the age limit unfair, but there is the physical test which often puts men out of service when they are still fit.

The roundhouse, the shops or the yards are not fit places for women to work, whether they are young or old, and if the thing is permitted to continue it will merely have the effect of lowering wages for the class of work they are engaged in. If the age limit affected others than men in train service, it would look like a fair proposition at least, but it only hits the men in train work as a rule, and that's where the unfairness of it comes in. We all know that inexperience has caused more train wrecks, ten times over, than could be charged to any and all the physical defects of experienced men who had passed the age limit.

Fraternally yours,  
P. Z. ALEXANDER.

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### The Pension

MISSOURI VALLEY, IOWA, Oct. 28, 1917.

EDITOR JOURNAL: One of the matters that may be brought up for action at the next convention of the Brotherhood is the

extension of the Pension System to the widows and dependents of deceased Brothers.

After an analysis of the matter one cannot help but be convinced that a fixed sum per month that would be paid regularly is preferable for the welfare of a bereft family to a lump sum, as in the case of our Insurance Benefit, for the reason that said lump sum, no difference how carefully invested, can yield per month but a part of the sum that could be paid under the Pension System.

The average housewife knows but little about investing money, and must trust to some one who may or may not be trustworthy. Children are even worse situated as they have no mature judgment to guide, or any knowledge of the tricks and general untrustworthiness of many people.

Then, too, a sum of several thousands of dollars to one unaccustomed to handling money seems to be a great deal of money, and that it will last a long time, even when used freely, and this leads to a liberal spending that soon exhausts the supply and which would not occur were the money to come in small sums monthly.

Naturally, one having only a small sum to buy securities with, wishes those bearing the highest possible rate of interest yield and therefore the more liable to be poor, as to reliability.

With the Brotherhood behind the Pension it becomes a certain fact that each month a fixed sum will be received. This sum, while small now, can be increased largely by gradually doing away with the life insurance, or making the maximum policy small and devoting the excess sum, now paid for life insurance, to the Pension Department. Thus for the same money cost per member the monthly payment to pensioners could be raised very largely.

If the home is owned the payment would be enough so that a family could get by on its living expense even in these days of small purchasing power of the dollar.

A woman should receive the pension so long as she remained the widow of a deceased Brother.

Children, where both parents are dead, to receive the pension up to a certain age

(not necessarily the legal one) and then it would cease.

Cripples, or mentally deficient, could be cared for under rules to be formulated at the proper time under the supervision of the Pension Board, each case to receive merited consideration by the Board.

The manner of bringing the beneficiaries to present life insurance policies under the pension would have to be worked out gradually and in such manner as to protect the interests of all concerned.

To be sure, the pension could be applied to widows and dependents without discontinuing the Life Insurance feature of the Brotherhood, but the cost would be very heavy, and in most cases burdensome, and this could be avoided by having only the pension.

The Brother who had carried a Beneficiary Policy for many years could have a Pension Policy issued of proportionate paying value as to the years he had carried the policy. For instance, if he had carried it 25 years, then issue him in lieu thereof a pension policy the payment on which could be made equal to the monthly payment on pension policy carried for the same period of years. No doubt there would be members who would not want to take out the pension at all, preferring the old method, but there would not likely be many, and members joining the organization could be required to take the pension policy, no other being issued to them.

This is, of course, a new departure in fraternal insurance, but the Brotherhood has been the pioneer in many other movements, and should be in this one.

Yours fraternally,

W. L. FRENCH, Div. 48.

### December

Another year is going, let her go,  
Chill winter winds are blowing, let 'em blow;

What we are mostly dreading,  
And to which we're straightway heading,  
Is the rougher, tougher sledding  
In the snow.

The mills are sounding fiercely, seems to me,  
They ride and pound and leak, oh! fearfully.

Since a year ago last summer,  
They've been getting bum and hummer,  
Till now they're on the hummer,  
You'll agree.

Remember how in June, or was it May?  
That every mother's son was heard to say,

"If they didn't overhaul them,  
The way we had to maul them,  
That the first snow fall would stall them  
Right away."

But we'll get through the winter, never fear,  
Tho' spring will never be more welcome here,  
Then we'll make these same predictions  
For the power, with no restrictions,  
And we'll add our own afflictions  
If we're here?

T. P. W.

### Let Justice Prevail

GOODLAND, KANS., Nov. 1, 1917.

EDITOR JOURNAL: We have noted with much concern suggestions in the JOURNAL relative to the Joint Agreement, and wonder if those who advocate its abrogation by the next convention are familiar with the situation, or do they desire to place the B. of L. E. in the same category with a noted ruler who recently declared that an agreement is merely a scrap of paper, to be violated at will? If I am rightly informed on this question, the B. of L. E. cannot honorably annul any part of the Chicago Joint Agreement without consent of all parties concerned. However, if mistakes have been made it is not advisable to attempt rectification by making others, and it is somewhat surprising that any Brotherhood man should counsel a course which savors of bad faith. It is not our intention to criticize the Editor, but believe he should exclude from the JOURNAL all articles encouraging faithless action on the part of the Brotherhood, as such doctrines do not accord with the tenets of our institution, and thinking men of the Order have learned from experience that disagreement with other labor organizations is not beneficial. Some years ago a great statesman warned this nation to beware of entangling alliances, and had we been governed by such advice we might have escaped many unpleasant complications with which it is now necessary to contend. But if untimely action has placed the Brotherhood in an unenviable position, the occasion demands able minds to extricate us without further damage, and many reviewing mistakes of the past are anxious to have General Chairmen become regularly constituted

convention delegates, as experience has taught them the value of forethought, and in addition to other advantages, the cost of conventions could thus be reduced to the minimum. In contemplating a reduction of expenses we can hardly endorse the idea of a Brother who advises a revision of the constitution, after informing us that the last convention spent several thousand dollars discussing two items which were finally discarded as unsatisfactory. At such a rate an entire change would make the present war burden look like a postage stamp, and the situation demonstrates that the angle from which a problem is viewed has much weight in determining whether or not it is satisfactory. The General Chairman plan of representation is quite likely to be unsatisfactory to one anticipating future pleasure trips, with considerable honor and full pay as perquisites, but might have a different aspect to a Brother struggling to meet financial obligations necessary to membership.

It has been said that General Chairmen on certain systems are not acceptable to a major portion of the members; but it is well to remember that none are holding the position who were not the majority choice of those elected by popular vote, and while we may have members smart enough to foretell the verdict of several hundred voters, it is safe to say that the world is defrauded when such talent hides behind a boiler head. The disadvantages of electing General Chairmen by popular vote are so clearly apparent to those who have given the matter mature thought that little need be said of it, but it might be well to call attention to the fact that under such a plan the Brothers on a large railway would usually have the choice of voting for one of whose ability they knew little, or for one from their own Division, in which event the largest Division on the system would furnish the General Chairman, regardless of the better material which might be selected by the present mode.

The eight-hour day which was hailed with universal joy was hardly established before some began to complain of it, and had the immortal Scott written in this age, it is probable that engineers would

have been included with those described by him as hard to please. The statement has been made that we may be worked excessive hours without extra expense to the railroads, but since the eight-hour amendment substantially increased the pay by starting the overtime two hours earlier on each hundred miles made, such argument is not supported by the facts in the case. We should endeavor to progress, but at the same time let us enjoy some of the sunshine which comes our way, as this life is too short to spend in continual strife. Yours fraternally,

J. L. BOYLE, Div. 422.

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### Representation

NEW ORLEANS, Nov. 1, 1917.

EDITOR JOURNAL: I am always pleased to read the contributions of Brother Boyle, of Div. 422, even though he and myself do not always agree. He usually brings out a good point, and his suggestions are worth careful consideration.

In his article appearing in the October JOURNAL, page 887, he suggests that at the coming convention we consider the following as a plan for reducing the number of delegates, namely: "Every railroad, steam or electric, where working contract is held by the B. of L. E., shall be represented at each meeting of the G. I. D. by the General Chairman of said system. Each railroad must be represented, unless excused by the Grand Chief Engineer, or permission to be represented by proxy."

While this would reduce the representation, it will meet with opposition by many because they seem to think this would place the keeping of the B. of L. E. in hands of the chairman, which has always been opposed. I shall not comment on this point, but will say, I believe if this could be changed from "the chairman of said system" to "one delegate from said system" it would meet with more favor.

I do not say this because I am no longer a chairman, but because I know this sentiment largely prevails. However, if the majority wishes this, "Barkis is willin'," and will give it a tryout anyway, and if it proves bad, we can change it.

I cannot agree with the recommenda-



tions in the second paragraph. The manner of election may be all right, but let the G. I. D. fix the rate of pay, and not the various roads or committees. We have long since, as an organization, gone on record against "classification of pay," and one of the hardest fought and longest strikes this Brotherhood ever experienced was to abolish classification of pay. Locally, these matters can be adjusted to meet requirements, but in the interest of the organization, not with my consent.

The recommendation in the third paragraph is, as I see it, unfair and unjust to the small Divisions. More than two-thirds of the local Divisions voted at the Harrisburg convention to change the laws to read as at present, and the combined membership of these Divisions outnumbered that of opposing Divisions by several thousand. Why should one set of Brothers be compelled to pay from \$5 to \$10 each to send a delegate, or be represented by proxy, while others, simply because they hold membership in a large Division, pay less, and in some cases practically nothing? What object can be in view? Do you wish to burden one set, or compel them not to send a delegate? Is it the desire that only large Divisions be represented? The work of the convention is done for both large and small Divisions, for a general membership, not a special few. It is for the whole B. of L. E.; therefore let the B. of L. E. pay the bill by an equal assessment on each member. I sincerely hope no delegate will cast his vote for any measure to be considered in the interest of this Brotherhood as an organization, the burden of which (financial or otherwise) shall rest upon members of certain Divisions only.

In past concerted movements, were the members of small roads or small Divisions lacking? Were they not loyal almost to a man? Did the large Divisions foot the expenses? Were the small Divisions overlooked at that time? In every instance where money was needed, were the members of large Divisions the only ones called upon to "pay the fiddler?" Think this over, Brothers; it is worth your time. Fraternally,

FRANK E. WOOD, F. G. A. E.

### Johnny Grimes

I'd like to live where the beanstalk grew,  
What Jack clum up so long ago,  
Where Jack the Giant Killer, too,  
And the Old Woman in a shoe,  
And Old Mother Hubbard, and poor Dog Tray  
Live, with Santa Claus, so far away;  
Where he gets the picture books, and toys  
He brings to some good girls and boys.

An' if I lived there now, I bet  
I'd try to make a change,  
So every boy and girl could get  
A chance, so they could 'range  
With Santa, so he'd always bring  
What all good children need,  
An all their notes 'n everything  
They'd let Old Santa read.

But now they don't, and 'taint just right,  
You send a note off to him  
Any time 'fore Christmas night,  
Same as if you knew him,  
An' if it's good 'n long they say,  
An' right, in every letter,  
That all you ask for, Christmas Day  
You'll get, but I know better.

For Johnny Grimes he wrote his best,  
An' he's a dandy feller,  
A better writer 'n all the rest  
In class, and better speller;  
He wrote a note, a long one, too,  
For they wuz lots he needed,  
—The Grimes's are so poor you know,—  
An' 'twasn't even heeded.

An' that is why I'd like to go  
Where they make all the playthings,  
The horses that can gallop so,  
An' dolls that almost say things,  
An' trees, with toys hung everywhere,  
An' I'd tell Santa, sure,  
To bring to Johnny Grimes his share,  
An' if his folks is poor. —T. P. W.

### Be Loyal to Yourselves Also

CHICAGO, ILL., Oct. 23, 1917.

EDITOR JOURNAL: We are accustomed to hearing railway officials in their public utterances dwell on the importance of loyalty of the employee to the company employing him, laying great stress often on that obligation, but rarely do they refer to the loyalty of the company toward the employee. The railroad company evidently assumes that when it has paid a stipulated sum for service it has fully discharged its obligation to the workman. And if that settled the case for both sides, well and good; but in addition to the service rendered by the workman he is expected to make many sacrifices in the way of rendering services

under adverse conditions out of loyalty to his employers' interest.

The company will hold up the pension as an inducement for him to make such sacrifice, but the possibility of his ever realizing any tangible benefit from it is doubtful enough under any circumstances, and made more uncertain from the fact that the amount of service and conditions under which it is often rendered and tolerated under the influence of true loyalty only tends to shorten his days, not only of usefulness, but of his very existence, and dead men, or dead men's families, do not draw pensions as a rule from their employers. And even if they did, what the employers expect under the plea of loyalty as evidenced in the days preceding the birth of organized labor would not be fair to the workman himself.

It is a noteworthy fact that people often fail to appreciate that which they have, while admiring the same if owned by others. An illustration of this truth was brought to my mind recently by a Brother who had just paid a visit to the Grand Office at Cleveland, O. He was liberal in his praises at what he saw, and of the treatment accorded him while there, when he was made acquainted with the whole system by which our Order is operated, and he assured me that many would be much benefited by taking such a trip, after which they would no doubt think twice before buying Accident Insurance other than our own, and would surely join our Pension Association also. It is well to be loyal to the company you serve, Brothers, though it often involves a most severe and even unjust tax on your time and energies to be so to the extent looked for, but you should also be loyal to yourself, and you can be so in no better way than by being loyal to the B. of L. E., and one of the best ways to prove that loyalty is to boost its benevolent features such as the Accident Insurance and Pension.

Fraternally yours,

DIVISION 315.

### More About Representation

MISSOURI VALLEY, IOWA, Oct. 28, 1917.

EDITOR JOURNAL: The plan in contemplation by which the number of delegates

at the next convention of the Brotherhood can be reduced' no doubt will soon be placed before the membership for a referendum vote as to its adoption or rejection. Divisions having 200 or more members will have a representative, and Divisions having a less number than 200 will be combined with some nearby Division, and the first year of such combining the older Division will furnish the delegate; the next convention the junior Division will furnish one.

There are several good reasons for reducing the number of members of the convention. With each new Division comes an increase of one in the number of delegates at the convention, already too large. When a question arises in the convention the fact of many men of many minds is amply illustrated. The discussion is almost endless, each member properly having the right to express himself on the subject before the house, but the result is that business cannot be handled expeditiously.

The difficulty of handling so large a body of men, maintaining order and observing parliamentary practice is very great for the presiding officer.

Engineers are not accustomed to the restraint entailed in being a part of a legislative body and naturally it becomes irksome to them after the session has been going about so long. A little movement here and there in so large a body of men naturally creates considerable confusion.

The method suggested will not reduce the membership as low as it should be, but it will help greatly, and is about as feasible a plan as can be found at this time.

Naturally, fear is expressed that the large Divisions will control the convention, but this is not true, for the small Divisions will still be largely in the majority. The Divisions with 200 or more members may carry the law, as it is said there are over 200 of them, and still there is always a large number of men who do not vote on a referendum matter.

The expense of the convention would be lessened by having a smaller number of delegates and the convention should be in session a less number of days. Naturally, each Division wants to be represented

by its own particular member, and the method has some good points, but not enough to justify its retention. If the law is adopted care should be taken in the grouping of Divisions to align those whose interests are identical and that are located on the same system of railroad, if possible.

Naturally each Division looks on itself as one of the integral parts of the Brotherhood, the same as each State of the Union regards itself as one of the Nation's units, and therefore wants full representation in legislation. The Brotherhood cannot adopt the method of two legislative bodies as the States have, so that the present proposed plan is the most feasible of any presented at this time.

With the troublesome times that are at hand, the conservation and building up of the financial strength of the Brotherhood is very necessary, and this is one of the ways to do it. Yours fraternally,

W. L. FRENCH, Div. 48.

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### Representation and Cost of Convention

CLEVELAND, O., Nov. 8, 1917.

EDITOR JOURNAL: Brothers, when you buy something good, you expect to pay for it according to its value. Also, if you want good representation at conventions, you must be willing to pay the price to get it. Show me the Division which does not have pride enough to insist on being personally represented at conventions, and I will show you a Division which is not properly awake to the necessity of every member and every Division taking its place and doing its part as an active factor in the progress and development of our organization.

Proxy representation is just about as good as no representation. I say this because of the knowledge of facts gathered from my experience as secretary of the General Board and Executive Committee of the Pennsylvania Lines west. It is my candid opinion that to reduce or change our present plan of representation would correspondingly reduce individual and Division interest in the general welfare.

It has been suggested that the General Chairman should be the representative. I

oppose this, because the General Chairman is not in active service as an engineer, and because he is usually aware of the fact that it is the Division of road having the largest vote that elects the General Chairman, and whether intentionally or not, in order to get the favor of the members of the controlling Division for the purpose of advancing his own interests, he sometimes loses sight of justice to the smaller Divisions.

Reduce our representation, and you automatically increase the opportunity to inject wire pulling and politics into the affairs of our organization.

If the members really desire to reduce expenses, it can be done in a much more businesslike manner by postponing the convention on account of the war, and submitting questions of importance to a referendum vote of the members. This would give opportunity for a greater and more universal expression of opinion than can be obtained by any other method, and as a referendum vote on certain questions will be taken within a short time, there is no reason why other questions of grave importance cannot be submitted at the same time, and without any additional expense. Our grand old B. of L. E. has grown into a great institution, doing a business representing millions of dollars annually, and that business is being efficiently handled by the best managers connected with any labor organization in the world, and they will continue to render that same service just as efficiently, and with much less expense, without holding a convention during the war.

Fraternally yours,

CHAS. FULTON LOCKHART.

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### Our Own Accident Insurance Best

CLEVELAND, O., Nov. 8, 1917.

EDITOR JOURNAL: I have just finished a week's work in and around Connellsville, Pa., where by orders from the Grand Office I have been spreading the gospel of B. of L. E. Accident Insurance among our members.

Connellsville is a terminal of the B. & O. R. R., which company has the Voluntary Relief, and it was thought that owing to that fact the Brothers there

would not be willing to take our Accident Insurance, but when they were shown the goods, and the price, they concluded it was the best they had ever seen, and fifty-five of them took contracts. They were really surprised when shown the difference in cost between our accidental life and weekly indemnity insurance as compared to that of the old line companies. The liberal conditions of our contract, together with the easy plan of payment on the premium, which is divided into four payments, paid quarterly, also appealed to them, and when they learned that during the past four years one of the quarterly payments each year has been rebated to the policyholder, thus giving him the full benefit of the surplus that goes as profit in the case of insurance companies, they were further convinced that our own Accident Insurance is the best and the cheapest on earth.

My experience at Connellsville, as well as Columbus, where I insured 79 members before going to Connellsville, making 134 members insured in all, convinces me that the Brothers are quick to see the greater benefits of our insurance when they give it the consideration it deserves.

It pleases me to be able to say that all the Brothers in the places I have visited have shown me every courtesy, thus making my work among them really a pleasure. Bro. C. W. Mielke, Secretary and Treasurer of Div. 50 at Connellsville, Pa., and Bro. Art. S. Lakin of Div. 79, Columbus, Ohio, being especially helpful to me.

During my stay in Connellsville we managed to add 12 new members to Div. 50, which also proves that the progressive B. of L. E. spirit is strong in that section.

Yours fraternally

E. H. KRUSE,  
Grand Insurance Solicitor.

**Compliments Paid the B. of L. E. in 1874  
by Mr. W. K. Muir of Great Western  
R. R. of Canada**

HAMILTON, ONT., Oct. 29, 1917.

EDITOR JOURNAL: As one of the old guard of the B. of L. E., I read with

pleasure your editorial in the October number of our JOURNAL, "The B. of L. E. and Its Builders," and it reminded me—even in the early days of our Brotherhood—it is a pleasure to know that there was at least one prominent railway official who realized the good work our Brotherhood was doing in the interest of its members and the public at large, as the inclosed will prove, being an expression by Mr. W. K. Muir, who was the first general superintendent of the Great Western Railway of Canada, and one of the most respected men that ever filled a similar position.

Mr. Muir on leaving the Great Western Railway, and moving to Detroit, December 28, 1874, received a presentation and a banquet from the citizens of Hamilton, Ont., and an address from Div. 133 of the B. of L. E.; the inclosed being his response, which I trust you will consider worthy of an insertion in our JOURNAL. All those referred to have long since gone the long road. Fraternally yours,

E. TINSLEY, in his 85th year.

The address of Mr. Muir follows:

*To Messrs. Tinsley, Durdan and Field:*

Esteemed Representatives of that noble Association—the Brotherhood of Locomotive Engineers:

How much I appreciate your presence here tonight, words cannot convey to you, and your address couched in language so cordial and so kind has touched a chord in my heart that reverberates, and of itself wells up and prevents that utterance I so much desire, to give effect to what I feel, and that sentiment is, that "this compliment from the citizens to me, an official of the Great Western Railway Company, will cause and propagate kindly feelings between the citizens and the operatives of the G. W. R." I hope there never has been, and pray that there never may be, anything but the greatest cordiality between the citizens and the Great Western people. Your interests are so most vitally entwined that the one could not possibly prosper without the other. So far as I individually am concerned, this tribute of your esteem, I assure you, I prize most highly; for there is no body of railroad men to whom the

Public and the Railway Companies are so much beholden. There was a time when your Institution was not properly understood, and when it was used and talked of for improper purposes. Happily that day has gone; and now the foundation of your Brotherhood is based upon everything that is good and pure and benevolent; and is upheld all over the country by a body of men composed of thousands—why, every man, woman and child is deeply interested in your welfare. I use, I assure you, no flattering language when I say you represent the best and bravest class of railroad employees. To your care are daily entrusted millions of passengers and millions of tons of freight, to be safely and systematically transported; and think, gentlemen, of your dangerous duties, of your responsibility, how much depends upon your prudence, sagacity, sobriety, decision, and ever-watchful care, day and night. Truly, with you, eternal vigilance is the price of safety. Permit me to say, while your Brotherhood strives in elevating the moral standard of its members, making them better and happier and providing for wives and families, oh what a blessed thing it will be for those that are left, if in addition to the wordly comforts left by you for them they can have the blessed assurance, when you have made your last journey here below, that you have gone to the Brotherhood above! I often wonder when you step on your engine in the yard, or at the depot, how you can avoid thinking of the omnipotence of God. Only imagine what an emblem of it a locomotive is! Thanking you, kind friends for your great consideration, I will also ask you to please convey to the members of Div. 133 of this Brotherhood my grateful thanks for their good wishes, all of which I fully reciprocate.

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#### The Grand Office and Representation

CENTRAL BRIDGE, N. Y., Nov. 5, 1917.

EDITOR JOURNAL: I have traveled quite extensively through many sections of the country the past four years, and have seen many places of interest, which is a pleasure to explain to those who have not been quite so fortunate.

On a recent trip through the city of Cleveland, I telephoned an old friend, R. P. Stoddard, who gave me a pressing invitation to make him a visit, and having long desired to see our B. of L. E. building, it gave me a chance to kill two birds with one stone. While on my way to the Leader building, I passed the mammoth building which I recognized as the one that adorns the cover of our JOURNAL.

At the Leader building I found Mr. Stoddard very busily engaged, but he proposed to give me a ride about the city to see the sights. In conversation with him I learned that he was somewhat acquainted with the attachees of the Grand Office and I requested him to accompany me there, which request he cheerfully granted.

On our arrival, we walked into the office of our Grand Chief Engineer, W. S. Stone, who met us with a hearty handshake that caused me to realize I had made no mistake in my previous estimate of him. After a good visit with this right man in the right place, we were furnished with a guide who showed us through the building, which is surely a credit to the great organization of the B. of L. E. We found everybody busily engaged in their respective places, but all met us with a cordial handshake. In one department I met one of our Brothers who gave me a copy of proposed reduction number of delegates to attend the second triennial convention at Cleveland, Ohio. I have read the same, and having served in conventions of the Order, can say it is a movement which has been under consideration for many years, and while I favor its passage, it appeals to me that, in justice to our General Chairman, and for the much good that can be obtained from attending the conventions, he should be sent as a representative of the system to work in conjunction with the delegates of his system.

Fraternally yours,  
GEO. W. SMITH, Div. 58.

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#### Bro. S. Henderickson a B. & O. Veteran

CUMBERLAND, MD., Oct. 1, 1917.

EDITOR JOURNAL: I have read the October JOURNAL very thoroughly. I

think it the best number yet issued. I was especially pleased with the editorial beginning on page 943. On page 896 I note where Bro. W. F. Dayton of Div. 36 was duly honored, also a sketch of his life. Brother Dayton seems to remember but one "Camel" runner of former years. In order to refresh his memory, and perhaps interest some of the old Brothers, I will say that at the time of which Brother Dayton writes the second division men on the B. & O. were called "Tabbies" and the third division "Snake hunters."

I went firing under A. J. Cromwell, then master mechanic at Piedmont, in August, 1869. The first regular engine given me to fire was engine No. 162, sent there from the fourth division. Engineer George Randall came with the engine, and, as he was a German, his engine was often called the "Dutch Wagon." I was promoted on May 11, 1872, and my first regular engine was No. 189, a Camel. My engine was the first one on the third division equipped with steel tires. I have had a good many ups-and-downs since that time which I will not try to speak of now, but later may write more fully of bygone times. A few of the third division men still living are Bob McWilliams, Bill Hardy, Gus Hillery, E. B. Creel, Josh and John Turner, H. Bradhour, T. B. Smouse, D. E. Fisher and others I may not now call to mind.

I hope this letter may induce some of the old Brothers to write me personally or through the JOURNAL. I have passed the 72nd milestone on the "Pathway of Life," and am only an "Honorary" now, but I still take a keen interest in the welfare of the Order. In my early life, I am proud to say, I did what I could for the upbuilding of the B. of L. E. I think perilous times will come to labor organizations at the close of the war, and "if we do not hang together we may hang separately."

Feeling that our beloved Order is in capable hands from our Grand Chief down to the lowest official, and that we shall endure through all time if we fully guard our interests, I remain,

Faternally yours,

S. HENDRICKSON, Div. 640.

### Bro. Hugh McEwen, Div. 118, and Wife

BROCKVILLE, ONT., Nov. 1, 1917.

EDITOR JOURNAL: Bro. Hugh McEwen started railroading in 1868 on the Brockville & Ottawa Railroad, a branch of the Canadian Pacific, as fireman, but left there on account of slack business, going to the Grand Trunk Railroad as fireman in 1870. He fired with wood in the winter and peat in the summer, and anyone who has had experience with peat as fuel for a locomotive can understand what his troubles were, and those who have not,



Bro. H. McEwen and Wife

can imagine what it was when the engines had no blowers, when all you could do was wait until the engine got hot enough to move. His run was from Brockville to Montreal, a distance of 125 miles. It required about 14 cords of wood to make the trip. The pay was \$1.25 per trip, no matter about the hours, as they didn't count. He was promoted to engineer in 1872, and ran a year before being "classed."

Brother McEwen was a member of the B. of L. E. until 1888, when he joined Div. 118, B. of L. E., of which he has been a valued member ever since, having held every office in the Division, and is pres-

ent at every meeting even today, though having been retired in 1912. His last running was on passenger between Brockville and Belleville, and he has ever been known as a capable first-class engineer.

Brother McEwen's wife is a charter member of G. I. A. Div. 269. On the 2d of October of this year they celebrated their 50th wedding anniversary. On that happy occasion they were presented with a beautiful basket of roses by the members of G. I. A. Div. 269.

Brother and Sister McEwen are enjoying the best of health, and from present indications promise to live long and enjoy the love and good-fellowship of a large circle of friends. Yours fraternally,

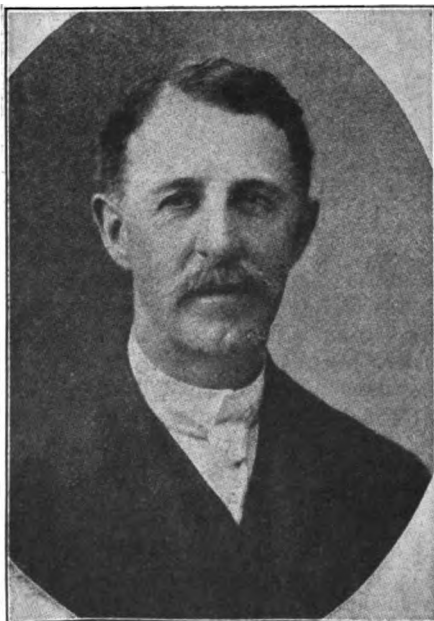
W. A. HOLLISTER, Div 118.

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### Grand Chaplain Geo. R. Dority Receives Honorary Badge

BOSTON, MASS., Sept. 30, 1917.

EDITOR JOURNAL: At a meeting held here on September 23, I was presented with the gold badge of membership in the Grand Division for having 40 years of continuous membership in the B. of L. E. to my credit, and for this honor I desire to express my sincere thanks to the Grand Officers and all the members of Div. 61.



Bro. Geo. R. Dority, Grand Chaplain

I was born in Sedgwick, Maine, August 26, 1851. At the age of 16, I drove stage between Sedgwick and Castine, leaving home in the spring of 1870 for Boston, where I drove a team for J. H. Rote & Company until March, 1873, when I went to firing on the old Eastern Railroad, now one of the leased lines of the Boston & Maine R. R. I was promoted January, 1874, and ran out of Boston on the main line for 35 years.

At the present time I am running a mixed train on the Essex branch between Conomo and Wenham.

I was elected Grand Chaplain at the Richmond convention, and have been re-elected to that position at each convention following.

Thanking you all again for the receipt of the Honorary Badge, I am,

Fraternally yours,

GEORGE R. DORITY, Div. 61,

Grand Chaplain.

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### The Honorary Badge

A biographic sketch of the life work of Bro. Joseph P. Cadden, with his picture, appeared in the November JOURNAL, and Brother Cadden is disappointed that the fact of his being in possession of the Honorary Badge was not included. Brother Cadden prizes that honor highly, as every loyal Brotherhood man should, it being an evidence of loyalty to the Brotherhood during a period extending over forty years, a test which certainly proves the qualities that go far to make the ideal Brotherhood man.

EDITOR.

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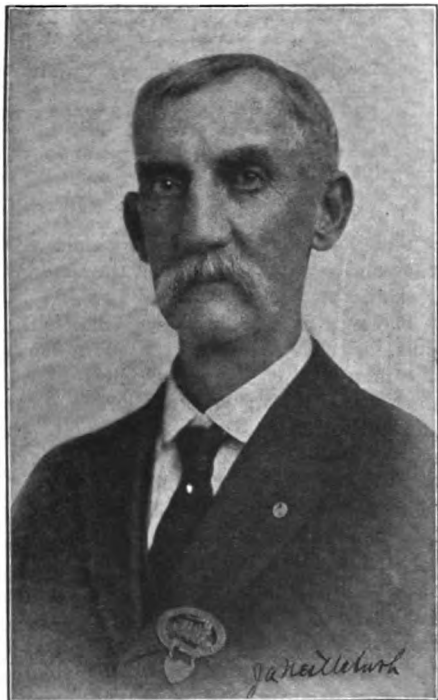
### Bro. Jas. A. Nestlebusch, Div. 471, Retired

TRENTON, MO., Nov. 1, 1917.

EDITOR JOURNAL: Bro. Joseph A. Nestlebusch who was recently retired by the C. R. I. & P. R. R. Company was born in Muscatine, Iowa, in 1848. His first work was done in the B. Hershey saw mill, in Muscatine, in 1865, going firing on the C. R. I. & P. on Nov. 9, 1869. He was promoted to engineer April 7, 1872.

The first engine Brother Nestlebusch ran was an "inside connected." The 909 was no doubt his favorite over all the engines he has run. It was known as

the "Silver Engine of America." It was built for the Paris Exposition and with its smokestack domes, bell and fittings of German silver, together with the various kinds of rare wood used in its construction, was one of the prettiest locomotives ever built in this or any other country. Brother Nestlebusch ran this engine for six years on the C. R. I. & P. In his long service covering a period of 47 years 9 months and 3 days, Brother Nestlebusch had many rough and interesting experiences. His



Bro. J. A. Nestlebusch, Div. 471

tales of bucking snow, various kind of wrecks and other things peculiar to the service would fill a book. He has had more than the average of unusual happenings come his way, but was fortunate enough to pull through it all safely. His first pay on construction work was \$2.50 per day. There were four classes of pay there at that time, and one had to be four years in service to get the highest rate. He says there was no "100 miles or less" in those days, that hours did not count at all, and all were paid for the actual mileage regardless of the number of hours required to make the trip.

Our veteran Brother speaks very highly of the treatment he has ever received from the Rock Island R. R. Company, and he has always tried to give them the best he had, in the way of service, in return.

He married Miss May Blake on June 7, 1872, and they have three children: Mrs. J. W. Bronson of St. Joseph, Mo.; Harry, who is with the United States Gypsum Company of Kansas City, Mo., and Mrs. A. W. Smith, who lives in New York City.

Brother Nestlebusch has hosts of friends in this section, and is widely known among railroad men in all branches of railroad work, who wish him long life and many years of happiness in his retirement.

His address is 2708 Olive street, St. Joseph, Mo., and he would be pleased to receive a line or two from any of his friends from anywhere.

Fraternally yours,

A BROTHER.

### The Right Medicine

Patient—Doctor, what I need is something to stir me up—something to put me in fighting trim. Did you put anything like that in the prescription?

Doctor—No. You will find that in the bill.

### Railroad Men's Home

HIGHLAND PARK, ILL., Nov. 1, 1917.

EDITOR JOURNAL: The following contributions were received at the Home during the month ended Oct. 31, 1917:

#### SUMMARY

Grand Division, B. of L. E.	\$2860 46
Grand Lodge B. of L. F. & E.	2032 09
Grand Lodge, B. of R. T.	3508 65
Grand Division, O. R. C.	77 32
B. of R. T. Lodges.	59 00
C. P. A. of Detroit, Mich.	2 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
C. W. Herbert, Div. 608, B. of R. T.	1 00
Charles Clark, Div. 360, B. of R. T.	1 00
	\$8639 52

#### MISCELLANEOUS

Bound book from George V. Martin, of Lodge No. 132, B. of R. T., Cleveland, O.

Quilt from Div. No. 118, G. I. A. to B. of L. E., Providence, R. I.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.





## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Along the Road to Christmas

BY W. R. ROSE

Along the road to Christmas

The wise men trailed the star,

As thro' the dreary desert

It drew them from afar;

They heard the song of angels.

The morn above them smiled—

They sought a crowned Messiah,

They found a lowly Child.

Along the road to Christmas

A host has gone its way

Since Heaven's herald angels

Proclaimed the deathless day;

And some who passed were feeble

And sought the shadows dim,

And there were baby footprints

That stumbled back to Him.

Along the road to Christmas

The open trenches lie,

Where fields are scarred and sodden,

And gaunt trees away and sigh;

Where dead men lie in thousands

With faces pinched and wan,

With dead eyes staring upward

To greet the deathless dawn,

Along the road to Christmas

The Old World limps its way;

Its heart will hold no gladness,

Its skies be cold and gray;

Until the battle tumult,

The roar and riot, cease,

And with the faith of children

It seeks the Prince of Peace.

Along the road to Christmas

A mighty army comes,—

It has no need of banners,

It has no need of drums;

It greets in childish cadence,

With voices sweet and mild,

The children's day of gladness

That brought the lowly Child.

### Merry Christmas

"Merry, merry Christmas everywhere,

Cheerily it ringeth on the air,

Christmas bells, Christmas trees,

Christmas odors on the breeze.

Merry, merry Christmas everywhere,

Cheerily it ringeth on the air."

Time has moved on with its usual swift pace and again we are facing the holiday season.

The very word "Christmas" makes the pulse beat faster and brings to memory the many happy Christmas days of the past as we look forward to the one about to come. Last year when we sent out our greetings our country was at peace or at least trying to be, and in one short year what changes we see! This nation has taken her place as a most powerful ally in the cause of justice and for the sake of humanity. Many of our Sisters have been called upon to make the great sacrifice of sending their boys forth to battle for the honors of their country; to them the coming Christmas will be full of memories of other years when the family was an unbroken one and each was planning to make the other happy. You, dear mothers, should not grieve, but be proud of a son that is brave and loyal enough to go at his country's call and play well his part.

Pray that he may so fulfill his mission that he may be an honor to the mother who bore him.

Not all who go forth to battle are sacrificed; many live to come back home bringing with them the glory of a hero. Every mother is called upon at some time to make great sacrifices; in fact, this life is one long sacrifice to many, but if we

have faith, we must believe that in the end all will be well. Let us not mar the spirit of Christmas by ceaseless repining, let us follow the example of our Canadian Sisters, and with brave hearts face the issue, let us strive to make the coming holiday a day of rejoicing as in the past.

Let us be as happy as we possibly can and not sink so far under the cloud of war that we cannot look up and be glad that Christ was born to be the Savior of the world. Let us celebrate the birthday of our King in a spirit of rejoicing and obey his command to "comfort one another."

Dear Sisters of the G. I. A. and Brothers of the B. of L. E., let us join hands, and in the bonds of sympathy and love which unites us help each other to have a Merry Christmas, while we join in our fervent prayer for peace.

MARY E. CASSELL.

### Think and Talk It Over

The Grand Office is sending out representatives who are soliciting business for the B. of L. E. Accident and Life Insurance which also provides for a weekly indemnity. This is something that should interest every wife of an engineer, as there is much consolation in the fact that when the husband's pay stops as the result of accident there is still an income sufficient to meet current expenses until he recovers. It is well to talk this matter over with the men so as to have a mutual understanding of the matter, as it often happens when the question of taking out accident insurance is proposed to a Brother he lets it pass because he doesn't know just how his wife would feel about it.

Such things are worthy of attention and we should take advantage of the great benefits of the B. of L. E. Accident Insurance, which is not only better than any other but costs one half the amount needed to buy the same protection from any other insurance company.

Dear Sister, we present this subject to you and trust that you will talk it over with your husband and give it careful consideration. You should take advantage of these things offered by the B. of L. E. to protect yourself and children in case

of accident as well as in case of death.

No other Order offers such splendid inducements for you to protect your dear ones and you should grasp the opportunity before it is everlastingly too late.

You and your husband sit down NOW and talk it over.

### School of Instruction at Richmond, Va.

Early in November a most satisfactory school of instruction was held in Richmond, Va., with Divisions 228 and 462.

It has been a source of regret to the Richmond Divisions for some time because of the failure of our Southeastern union meeting to materialize as planned. To offset this disappointment, in a measure, we united in holding this school of instruction.

It was well attended by members from ten divisions and was refereed by Sister Murdock, Grand President.

Two sessions were held during the day and the work was declared excellent as exemplified by the two local Divisions.

A reception was held in the evening to which all Brothers, Sisters and visitors were invited. A very enjoyable evening was participated in by 150 guests. The work of the organization as an entirety was entered into fully by the Grand President in her talk to the members and guests, and some very surprising facts were told to the assembly. We feel that if the work of our Order were more fully understood in the ranks of the B. of L. E. there would be found very few members who would withhold their approval and support.

While here, the Grand President accompanied a committee to the Red Cross headquarters to ascertain the requirements necessary for us to affiliate in the great work of caring for our soldiers.

After the report was made, it was unanimously decided to create an Auxiliary to the Richmond chapter, composed of Sisters in Divisions 228 and 462, to be known as 'Locomotive Engineers' Wives Auxiliary to the Richmond Chapter of the Red Cross.' The united labors of these Divisions in preparing for the school of instruction have been so pleasant that we hesitate to sunder associations, so we

welcome this work that will bring us together, at least for the duration of the war, and we say to other Divisions, "Go thou and do likewise." SEC.

### Union Meeting of the Four Train Order Auxiliaries, Held in Chicago on Oct. 25

It was a red letter day in Chicago when the members of the four Orders with their Grand Officers came together to have one big time. The meeting was held in the Hotel Sherman and was a fitting climax to the work of a splendid committee with Sister Maud Sewell of the O. R. C. Auxiliary as Chairman. This was the first time in the history of the Orders that the four Grand Presidents were present at the same meeting. A large number of other Grand Officers were also on hand, and their presence showed the great interest that all are taking in the work of these Orders so near and dear to our railroad people. Meeting was called to order at 10 a. m. by the General Chairman, Sister Sewell, and the following program was presented:

Address of welcome, Mrs. W. A. Murdock, Grand President of the G. I. A.

Response to welcome, Mrs. J. H. Moore, Grand President of the O. R. C.

Prayer, Mrs. McGregor of the G. I. A.

Address—"Organization and Woman's Work at Large," by Mrs. Maud E. Moore, Grand President of B. of L. F. & E.

Address—"Advancement," by Mrs. Clara Bradley, Grand President of the B. R. T.

Address—"Fraternal Protection," by Mrs. Augusta M. Statzer, of B. R. T.

The addresses were masterful, and each conveyed a lesson and gave plenty of food for thought. After an hour given for lunch the program was continued by a number of ladies in white, bringing in the flag, which was duly honored by all rising, giving the flag salute and singing "My Country 'Tis of Thee."

Sister J. M. Mains, Assistant Grand Vice-President of the G. I. A. from Toronto, Can., gave an address, taking for her subject, "G. I. A. Women in Time of War."

Mrs. J. H. Moore, Grand President of the O. R. C., gave some remarks on things

of interest to our people, after which Grand Officers not on the program were introduced and then we were addressed by Chas. S. Deneen, former Governor of Illinois. The next address was by Jennie E. Boomer, Grand Secretary and Treasurer of the V. R. A., her topic being "Fraternal Insurance." The General Chairman, Sister Sewell, was called upon and made a few pleasant remarks, telling how she had enjoyed the work on the committee with the Sisters of the four Orders. Again Sister Murdock was called on and her subject was "The Highland Park Home." Talks were also made by Mrs. G. W. Hutchison of the O. R. C., and Mrs. Sadie Schoenell, Grand Vice-President of the B. of L. F. & E. Sister McNeill of the G. I. A. was Chairman of the day, and introduced the speakers in a very pleasing manner.

An adjournment was made for dinner, while the entertainment for the evening was looked forward to with eagerness. It consisted of fancy dancing, singing and readings by the children of members of the four Orders.

The one important feature of the evening was the opening drill composed of about 12 ladies dressed in white who took their stations on each side of the room for the presentation of the flag. The color bearer was Bro. Wm. Miller, engineer on the C. & N. W. Ry., member of Div. 404, B. of L. E.; also a veteran of the Civil War. It is needless to say that he did his part with honor to his country and his Order, and we were all very proud of him. Following the flag was Miss Columbia, a little Red Cross nurse and a boy scout. Then a fancy drill by the ladies of the B. R. T., also one by the ladies of the B. of L. F. & E. They were both very beautiful and enjoyed by all. Then the drill given by the Presidents of all four Orders in Chicago, comprising about 32 ladies, was one of the beautiful features of the evening. They created some very beautiful forms and at the end of each, one Sister to represent the Order she belonged to, was escorted to the platform and presented the Grand President of her Order with a silk flag with very appropriate words, Grand Officers responding.

You will of course be more interested in our own Order presentation than any other. Sister Rhodes of Div. 1 was chosen to present a silk flag to our own Grand President, Sister Murdock. The drill team formed a Y at this point, which is the emblem of Chicago, and as they were marching up the hall the orchestra played our beautiful "Illinois."

Sister Rhodes then presented the flag to our own Grand President in the following words:

*Sister Murdock, Grand President of the G. I. A.*

We, the members of the Order of the four railroad Brotherhoods of Chicago, come to you in the emblem of our beautiful city, marching to the song, symbolizing our glorious state, Illinois.

Our watchword "I will." These Sisters join with me in honoring you as one of us.

Our hands are clasped tonight about a symbol, the full meaning of which, entering heart and mind, consecrates the heart to the most perfect service, and dedicates the mind to the fullest measure of devotion.

It is our glorious American flag.

But its national significance must not be obscure, in the full tide of what it stands for, when presented to you.

A symbol as you receive it, may it carry to you, in its star-set beauty, its star value your friendship for us, your Auxiliary Sisters.

Red: The price, if need be, paid by the heart's blood; in its crimson lines, and its graceful folds, you will see the faces of friends you have made during these past meetings.

White: Purity of purpose. White in the unwritten page of your future labor in our midst.

White in the undimmed love we here express to you, is the meaning of this fair field, of the flag we now present to you.

Blue: Its lines are true blue, and any Sister who is fortunate enough to reach the inner recesses of your heart's life will find its currents flowing true blue, in constancy, without fear of fault or failure.

Accept it then, if you will, a symbol of

our heart's love to you, our changeless loyalty to you.

Place its fadeless field of many stars beside your hearthstone. May each star suggest to you, one another of us, your united Auxiliary Sisters.

Each star-ray a line of light, binding you to us, and us to you, in the radiance of perfect friendship forever.

The rooms were decorated with our own flags and those of our Allies.

The four Grand Presidents were present in the evening, Sister Merrill, Sister Boomer, Sister Mains and Sister Jenny, besides Sister Murdock of our Order.

It was estimated that there were 3,000 present in the evening. All the wings to the room were thrown open and it was literally packed.

After the program the remainder of the evening was turned into dancing and sociability.

Mrs. Maud Sewell, chairman of the union meeting, was presented with a beautiful cut glass vase by the drill team.

It is needless to say that the union meeting of the four Orders was a decided success.

### Indiana State Meeting

The fourth Indiana State meeting held in Elkhart, Oct. 16, was one of the most pleasant events in the history of Cora Smith Div. 143. The day was a beautiful one, and all the more appreciated after a siege of wet weather.

The large hall was decorated with flags, ferns and pink carnations, and presented a very attractive appearance. The members of the Order began to arrive early, and before noon 109 had registered, representing eight Divisions. Visitors were also present from Toledo, Chicago and Stockton, Cal.

The meeting was called to order by Sister B. B. Ide, State Secretary, about 11 a. m. (Sister F. N. Simms, State President, not arriving until noon), and formally opened by Div. 143, Sister Bailey presiding. The visiting Presidents were escorted to the rostrum and given grand honors, and after a short business session we adjourned for dinner. The ladies of the Evangelical Lutheran Church served

a fine chicken dinner, to which all did full justice.

The afternoon session was taken up about 2 o'clock, with Sister Simms presiding. The entire ritual work was exemplified by the different Divisions in a satisfactory manner; while we made a few mistakes, some of which were really amusing, this only added to the afternoon's enjoyment.

A communication was read from Sister Laura Durnell Studer, Fort Wayne, who organized Div. 143, expressing regret at her inability to be with us on this occasion.

Talks along fraternal and patriotic lines were given by the visiting Presidents, and much enjoyed.

A novel closing drill was put on by Divisions 128 and 552, which, after insistent applause, they were compelled to repeat. This closed a pleasant and profitable day, and all were invited back for the evening.

The reception in the evening in honor of our guests, and to which the husbands of the members were also invited, was a very enjoyable affair, about 150 being present. An excellent program of violin duets with piano accompaniment and readings was rendered and well received. The feature of the evening was a drill put on by 18 members of Div. 143, in which the letters G. I. A. to B. of L. E. and the crescent and star were formed. This was received very enthusiastically and the participants congratulated upon the perfect manner in which each letter was formed. The drill closed with a salute to the flag, during which the "Flag Without a Stain" was sung very effectively by Miss Mathilda Turnock. Interesting talks were also given by Bros. Mayor F. E. Smith, S. Cawley and D. A. Fleming, recalling events of 25 years ago when Div. 143 was organized. Brother Fleming was one of the presiding officers at that time, and Mayor Smith's wife, Cora Smith, after whom the Division is named, was the first President. This concluded the program, and all marched to the banquet hall where ice cream, cake and coffee were served, with small flags as favors. After a social hour goodbys were said, and the fourth Indiana State meeting was over.

The visitors praised the hospitality of

Div. 143 very highly, and much credit is due Sisters Wm. McMillan, F. J. Nopper and G. M. Wetherbee, and their sub-committees, for their splendid work in making this State meeting such a successful and enjoyable affair.

The next meeting will be held in Indianapolis, with Div. 552, next April, and we hope Div. 143 will be well represented.

MRS. G. A. SWINTON, Sec. Div. 143.

### Thirtieth Anniversary of the G. I. A.

While the Order at large may not have remembered that the G. I. A. had reached the thirtieth anniversary of its existence, the Chicago Divisions were very much alive to the fact, and did not let the event go unnoticed, but celebrated in a most beautiful way on October 23rd in Chicago, the birthplace of the Order. The celebration was held in the Hotel Sherman, and began with a banquet at noon. This was an elegant affair and 107 sat down to partake of the feast, all being members of the G. I. A. with the exception of Mrs. Maud Sewell of the L. A. to the O. R. C., who was an invited guest.

At the table set for the Grand Officers were Sister Murdock, Grand President, Sister Cassell, Grand Vice President, Sister Merrill, Grand Secretary, Sister Mains, Assistant Grand Vice President, Sister Fairhead, Assistant Grand Vice President, Sister Wilson, President of the V. R. A., Sister Boomer, Secretary and Treasurer of the V. R. A., Sister Janney, Trustee, V. R. A., and Sister Maud Sewell, L. A. to O. R. C. It was regretted that Sister Pettingill, Trustee, V. R. A., was unable to leave her room in the hotel to partake of the festivities.

After all were seated, Sister Boomer, in behalf of the Grand Officers present, in a few interesting words presented Sister Murdock with a bouquet composed of thirty long-stemmed American Beauty roses, which Sister Murdock gracefully accepted, after which all turned in to try to do justice to the excellent menu.

After the hour spent at lunch the Sisters were ushered to the large hall where the afternoon exercises were to be held. The Grand Officers and Sister Sewell with eight charter members formed a receiving

line, and to the strains of sweet music Sister Cassell escorted Sister Murdock around the room to her place in line, while the 300 members present gave the Grand President an ovation. After the reception, Sister Rhodes of Div. 1, chairman of the program committee, announced the numbers as they came. The first was an address by Sister M. E. Cassell; at the request of the Grand President it is here reproduced.

*Grand Officers and Sisters:*

When our Grand Secretary, Sister Merrill, sent me an invitation to be with you at this time, to help celebrate the 30th anniversary of our beloved Order, I was pleased, but when she requested me to speak a few words on the subject, "Our Order and the 30 years reign of our Grand President," my heart stood still.

My first thought was: How can I do justice to so great a subject in a few moments of time?

But I considered it a compliment to be asked, and decided to accept the invitation and to accede to the request as best I could.

The Grand International Auxiliary and the name of Mrs. W. A. Murdock are synonymous; we cannot think of one separate from the other.

From a small beginning, and without the entire approval of the big elder Brother, it is nothing short of miraculous that this Order has grown to such a great extent, both in numbers and influence. In fact, without prejudice or partiality, we know that the G. I. A. stands today in the very foremost rank of all Orders of women.

There is not one of them that can quite equal it. Its social, fraternal and protective features are such that others have recognized their worth and have patterned after them.

We, ourselves, have wondered at the phenomenal growth, and outsiders have asked, "What influence has been at work to create such an Order? Taking your members from only one unit of a class there must be some mighty force to bring forth such results." To this we can honestly answer, "The force that created this Order, stimulated its growth and holds it together strong and safe is a

woman, by name, Mrs. W. A. Murdock, our beloved Grand President; who by the influence of her personality, her geniality and ability has been our leader for thirty years. In all this time she has been tireless in her efforts, devoting her life to the cause, not content with daily tasks, but ever on the alert to grasp any opportunity to build up and strengthen this Order, which is the child of her brain." With opportunity has come responsibility, and this she has met in the most fearless manner. She has grown with our growth, and by her influence has unselfishly promoted the welfare of others. Who can estimate the good she has accomplished in the past 30 years?

To not many women has been given the health and ability to accomplish the task of perfecting the work begun so long ago. We may congratulate ourselves because our members have been wise enough through all the years to retain the leader who brought us to the gates of opportunity and who has so successfully opened them all and led us through, until now we stand on the summit and can look down into the valley of the past and see no blemish on the landscape. We can liken our leader to Columbus, who was a discoverer, for did she not discover the way to bring us together in the bonds of sisterly love? We have found her to be like Patrick Henry, fearless and eloquent, and like Benjamin Franklin whose character was above reproach. We bring our congratulations to her today upon reaching the 30th year of a reign so splendid, so full of wisdom, that by her courage and heroic service those of us who are pioneers in the Order have learned to love her more and more and recognize the influence she has shed upon our lives. Our younger members have only to meet her once and they will feel that her aim is to build up character and to help others, especially the unfortunate ones of our Order. To my mind, the finest thing she has done during her long years of service was the creating of the Silver Anniversary Fund.

It has shown to us the great, unselfish quality of her mind and heart, and has given this Order a work to do that will go down in history as the best thing any

woman's Order has ever done or ever will do. It is to be hoped that by her example other Orders will do likewise, for "The poor ye have always with you," and in the words of our Savior, "Whosoever does it unto the least of these, my children, does it unto me," meaning that all we do for these dear orphan children is done in the service of God. And so we congratulate ourselves and our Grand President, because she has been spared to perfect the great work she began.

A woman who can draw others to her by her personality and ability, and maintain and hold a staff of efficient helpers as Sister Murdock has done, will leave behind her a deathless name.

We wish for her and for the welfare of our Order, that she may be kept by God's grace and spared to us for many years to come.

Dear Sister Murdock, words are inadequate in which to express our gratitude for the 30 years of splendid service you have given us, but we want you to accept our hearty congratulations for having lived to witness this happy day.

Sister Murdock responded feelingly to this address, and the next number on the program was a piano solo by Miss Gladys Cryder, which showed splendid talent in one so young.

Little Dorothy Gregory, daughter of Sister Gregory, of Div. 376, was most entertaining with her exhibition of fancy dancing, being recalled a number of times. Sister Irvin Stettler, of Div. 1, sang a solo in a most impressive manner and kindly responded to an encore. The next number outlined was not announced but was the crowning event of the program.

A pair of twins, about five years old, by name Lucy and Louise Campbell, came from the far end of the hall, singing "America," and bearing between them a large, high-handled basketful of the most beautiful chrysanthemums. On the handle were entwined six buds, each one containing a five dollar gold piece.

As they reached the Grand President, she rose and Sister Merrill, Grand Secretary, stepped forward and presented the gift as coming from the Chicago Circuit Divisions.

Sister Stofft, spokesman for the charter members, in heartfelt words handed Sister Murdock a basketful of pink carnations.

Surrounded by all these beautiful flowers, tokens of the love and esteem of her people, our leader was almost overcome, but, as usual, she was equal to the occasion, and made everyone happy by her words of appreciation and encouragement. Next in order was roll call of charter members by Sister Stofft. Out of 26 charter members 18 are still living and eight were present to answer roll call. Sister Stofft nominated Sister Murdock for Grand President 30 years ago, and we think it quite remarkable that they were both present at this anniversary.

Sister Voelpell read the minutes of the first convention, Sister Murdock's first report. This report, as compared with the reports of today, created some amusement. Sister Stofft exhibited the first copy of the by-laws containing four pages.

Sister Slaegel presented for inspection a souvenir that was very interesting to all, it being a souvenir given by the B. of L. E. as their compliments to the first G. I. A. convention. It was a sachet, and needless to say a wonderful creation, causing considerable fun to all who examined it.

Thanks are due Sister Rhodes of Div. 1, Sister Williams of Div. 96 and Sister Combs of Div. 414, who composed the program committee, to Sisters Kilduff and Jackson of Div. 414, committee on lunch, and to Sister Spear, of Div. 1, Sister Woods of Div. 236, and Sister Dwyer of Div. 555, who were the committee of arrangements.

After the program the Grand Officers present each gave a short talk, and the remainder of the afternoon was spent in greeting old friends. Thus ended the 30th anniversary, which will go down in the annals of the history of our Order as one of the brightest on record. M. E. C.

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#### Twenty-fifth Anniversary

On the 10th day of October, 1917, Mrs. Robert Quayle, Div. 149, held a very interesting session, it being the 25th anni-

versary of the Division. We were all very happy when our beloved Grand President, Sister Murdock, responded and came with us.

After the meeting we informally received the members of Div. 125, B. of L. E., and their wives. After spending a social hour which all enjoyed, we retired to the dining room where a three-course dinner was served. Needless to say, all did justice. You know our men do not need to be urged in that line. Later we enjoyed a short program; piano selection by Mrs. Lizzie Baxter, beautifully executed, vocal selections by Miss Williams and Mrs. Willis Olney, then Sister Murdock in her sweet and lovable way gave us a very interesting and encouraging talk and good advice. All left for our homes feeling our time well spent and a closer relationship to our Brothers and Sisters.

Our next meeting was held at the home of Past President Sister Baer, on Oct. 23, and such a happy bunch. All had smiles and happy thoughts and faces, for we were there for a purpose.

After the meeting Sister Baer invited us to the dining room and lo, two birthday cakes (couldn't count the candles) one at each end of the beautifully arranged table. Colors were yellow and white. Guests of honor were two of our oldest Sisters, faithful and true, Sister Goodwin having reached her 77th milestone and Sister Sisco her 75th. How beautiful is old age! After a most delightful lunch, Sister Baer, in her quiet manner, presented to our Sisters tokens of love and esteem; to Sister Goodwin a beautiful knitting bag, and to Sister Sisco a white apron. Sister Goodwin rose to her feet and with tears in her eyes pressed the package to her heart and thanked the ladies. Sister Sisco also responded. Our unanimous wish is that we may help them along life's way to pass many more milestones in this beautiful world by showing our love and respect, for the world is full of beauty when the heart is full of love.

VICE-PRES. DIV. 149.

#### New England Union Meeting

The Fifth New England Union Meeting was held in Chipman Hall, Tremont Tem-

ple, Boston, Oct. 31, F. S. Evans Div. 99 entertaining, President Ada Pease in the chair. We were very fortunate and honored in having with us our Grand President, Sister Murdock and First Assistant Grand Vice President, Sister Cook. We very much regretted that our Grand Secretary, Sister Merrill, could not be with us at this time.

There are twenty-three New England Divisions and twenty of them were represented; twenty Presidents and three hundred members, so you can see New England is very much alive.

Div. 1, Chicago, Ill., was represented by our Grand President, Sister Murdock, and one other member, we are very happy to say.

All of the ritual work was exemplified by different Divisions, some before dinner and the remaining after. Div. 259, Portland, Maine, put on the memorial drill, which was very nicely done.

Our First Assistant Grand Vice President, Sister Cook, I am very sorry to say, met with a bad accident, falling and badly spraining her arm, which of course caused her a great deal of pain, but she was "game" and organized a Division on the day it happened, and carried on the plans for this Union Meeting. We hope her arm will mend quickly.

Our Grand President gave us a very interesting talk in her usual pleasing manner, and complimented the several Divisions on their good work. Sister Cook also favored us with pleasing remarks and felt very proud of her New England Divisions.

Div. 99 feels very grateful to one of their members, Sister Frances Fogg, who painted a beautiful tray which was sold on shares to help defray expenses.

After the work was done and the Union Meeting closed, a buffet lunch was served to all by Div. 99. In the evening a fine entertainment was prepared by Sister Boyle, Past President, consisting of music, readings, and a solo by Sister Susie Brown. A play, "Scenes in a Restaurant," given by fourteen Sisters of Div. 99, was very funny and enjoyed by all.

A poem composed and read by Sister Place, Past President, "A Greeting from Div. 99," the last verse of which is:



Once again 99 invites you,  
Come and see what we're about,  
At our meetings you will surely be welcome,  
The latchkey is always out.

The next New England Union Meeting will be held with Div. 389, Concord, N. H., date to be announced later. We shall all look forward to it with much pleasure.

COR. SEC. DIV. 99.

### Ohio State Meeting

The Ohio State Meeting of the G. I. A. to B. of L. E. was held in Conneaut, Ohio, on the 31st of October, with Fidelity Div. 32 as entertaining hostess.

Although the weather was stormy, it did not keep the members at home, for they came from far and near. There were four Divisions represented from Pennsylvania, and when the members from Philadelphia can be so much interested that they come so far, why can't all the Ohio members get out to these meetings? There were two Grand Officers present, Sister Mary Cassell, Grand Vice President, and Sister Garrett, Grand Guide; both reside in Cleveland. They were both escorted to the rostrum by the Guide and given the Grand Honors.

After the meeting had been officially opened, the Guide came forward and presented Sister Cole, President of Div. 32, with a beautiful basket of yellow and white chrysanthemums from her Division members, also a beautiful corsage bouquet of pink carnations (flower, and color of the Order) to the State President, Sister Cassell, to Sister Garrett, Grand Guide, and also to Sister Howard, State Secretary. There was also a gift from Division 32. These gifts of good will were acknowledged with pleasant appreciation.

A letter was read from the Mayor of the city giving us a hearty welcome while in the city, also an invitation to come again, which was greatly appreciated.

By noon there were at least 240 members present. At 12 o'clock they adjourned and went to the Christian Church where a nice chicken dinner had been prepared for them by the ladies of the Church.

The afternoon session opened promptly

at 1:30, and great interest was taken in the ritualistic work which was splendidly done by this Division. Several talks on the Insurance were also enjoyed.

This Division donated \$35 to the Orphans' Fund which has been created to help our Sisters in time of need, and keep their little ones in school and, at home with "mother." It is the only fund in existence, and for such a good cause, that our members are justly proud of it, and every Division should do something to enlarge this fund. Let us all center our thoughts and actions by helping our Division to take out Liberty Bonds or help get an ambulance for the great needs of our Nation. Come, Sister Divisions, let's get busy, and by the time of our next convention in May, see if we can report all of our Divisions as having taken out at least two Liberty Bonds or having donated toward an ambulance. "Where there is a will, there is a way," so come on and try to see what can be done, and if you have no one that has gone to the front yourselves, don't forget that there are other mothers' sons or brothers, that you can cheer up "by doing your bit."

An invitation was read from Toledo Div. 391, for the next state meeting to be held with them in April, which was gladly accepted.

An election of officers being in order, Sister Cassell, of Columbus, Div. 52, was re-elected State President; Sister Nellie Cole, of Conneaut, Div. 32, Vice President, and Sister Mary Howard of Newark, Div. 41, was re-elected State Secretary. We were loth to close the meeting, but each one felt that it had been both profitable and instructive, and all wished that they might stay longer.

After the meeting closed, all were invited to enjoy the program which had been prepared by the members of Div. 32.

Violin solo by Maxine Morgan; piano duet by Violet Quinn and Fayette Heafner; "Entertaining the Minister While Mother Got Dressed," by the Guide, Mrs. Geo. Henry, Minister, Mrs. Porter, Vice President; also, "Why We Never Got Married," by members of Div. 32. This little play was greatly enjoyed by all present, and here's hoping we may all meet in Toledo, in April.

STATE SEC.

### Alabama State Meetings

The organization of the Alabama State meetings was perfected. On the morning of October 16th, Clematis Div. 169 and Jefferson Div. 398, assisted by Sister Wright, of Montgomery, Sisters Simms, Hutchings, Burns and Bose of Selma, Sisters Smith, Moore and Crenshaw of Mobile, organized the State meeting.

Sister Schmitt was elected State President and Sister W. A. Smith, of Mobile, Secretary.

Our next meeting will be held in Mobile, some time in June, which will be announced in the JOURNAL.

Lunch was served at noon, after which the meeting was called to order by Sister Giger, President of Div. 169, and the regular order of business resumed.

The ritual work was exemplified by Divs. 169 and 398, which was highly complimented by the visiting Sisters.

After the close of the meeting refreshments were served and we were sorry when we had to say good-bye.

We look forward to having some of our Grand Officers with us at our next meeting. SEC. DIV. 169.

### New England Adds One Division

Waterbury Div. 470 was organized at Waterbury, Conn., October 23rd and 24th, with 22 charter members, 19 of whom were present. Two members of Div. 177 and nine members of Div. 107 were present. Sisters Barnes, O'Neill, Benson, Miller and Brennan, President of Div. 107, assisted respectively as Secretary, Marshal, Musicians and Chaplain. We are expecting one of the very best subdivisions as the outcome of this organization, Div. 470 being composed of young, energetic, active women, and shall be very much disappointed if our expectations are not realized. They being interested we hope our V. R. A. will be increased by their membership.

Was entertained at the home of Bro. O'Neill, Secretary and Treasurer B. of L. E. Am indebted to Sister O'Neill, who was elected Vice President; President Jackson, Sent. Carpenter and Sister Downs, who met me at Hartford. Also to Sisters Detrick and O'Neill of Div. 107

for many kind courtesies shown during my stay at Waterbury.

It certainly was gratifying to me to greet Sisters O'Neill and Norton of this new Division, then but a week old, at our N. E. Union Meeting in Boston, October 31st. Am sure they felt repaid for their journey when they viewed the work, so finely exemplified by the several subdivisions.

Remember the prosperity of a Division depends upon no one officer or member, but the united efforts of all will bring unqualified success for each and every Division. All success to Div. 470.

MRS. J. F. COOK, F. A. G. V. P.

### Union Meeting at Alexandria, Va.

The twenty-eighth circuit meeting of Divs. 110, 172, 115 and 490 was held on October 2, at Alexandria, Va., with Div. 490, Sister Spencer, President of Div. 490, presiding.

We had with us Sister Cassell, G. V. P., who after the regular business was over, gave us a heart to heart talk, which made us feel so much nearer to each other. We hope to always remember the good advice she gave us. We certainly appreciated having our Grand Vice President with us and hope to have her at our next circuit meeting.

We also had with us Sisters from Philadelphia, whom we are always glad to see.

The meeting was a very profitable one and after refreshments were served, through the courtesy of one of the Brothers, Sister Cassell enjoyed a trip to Arlington and Fort Meyer.

While in our city she was the guest of Brother and Sister Spencer.

The next circuit meeting will be held by Div. 172, Baltimore, Md., February 27, 1918. CIRCUIT SEC.

### Anniversary of Division 46

Twenty-eight years ago, a few women, wives of B. of L. E. men, decided to have an Auxiliary to their husbands' Division, so they were granted a charter, and on October 17, 1889, our late Grand Secretary, Sister St. Clair, came to Denver, Colo., and organized Queen City

Div. 46, Auxiliary to Div. 186, B. of L. E., with 14 charter members; of this number, Sister W. H. Brown and Sister A. H. Scott remain with the Division. The Division prospered and grew in numbers until it was decided to add one more Division to the Order, and on January 23, 1894, eight members withdrew and organized Prosperity Division, Auxiliary to Div. 451. On Oct. 19, 1911, 24 members withdrew and organized Capitol City Div. 508, Auxiliary to Div. 734, and as we neared our 28th anniversary, arrangements were made to celebrate our birthday, and invite the Sisters of Divisions 185 and 508 to meet with us; also hold our first annual Past Presidents' day, so on Oct. 17 the meeting opened with 12 Past-Presidents filling the different stations, assisted by three former Vice-Presidents. It being our regular meeting, we proceeded in the usual form and initiated one candidate.

A fancy drill was put on by the twelve Past Presidents, forming the letters G. I. A. to the B. of L. E.

On behalf of the Past Presidents a beautiful American flag was presented to the Division by Sister F. W. Newell. The flag was taken to the President's station where it will be placed each meeting.

Reminiscences of the Order by Sister J. F. Ensign and a brief history of the Division by Sister A. H. Scott (one of the charter members) were enjoyed by all present.

Each Past President was presented with a corsage bouquet of pink carnations.

A recess was taken and all marched to the banquet hall where a committee served delicious cake and ice cream.

The meeting closed in regular form; visitors, Past Presidents and members departed for their homes, having had a pleasant time, each one looking forward to our 29th birthday and the second annual Past Presidents' day. COR. SEC.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Dec. 1, 1917.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Nov. 30, 1917.

### SERIES A

#### ASSESSMENT No. 378

Denison, Texas, Sept. 18, 1917, of growth on liver, Sister Nora McComas, of Div. 254, aged 50 years. Carried one certificate, dated April, 1917, payable to C. F. McComas, husband.

#### ASSESSMENT No. 379

Scranton, Pa., Sept. 23, 1917, of chronic nephritis and myocarditis, Sister Elizabeth Toomey, of Div. 82, aged 76 years. Carried one certificate, dated July, 1891, payable to Thomas Toomey and Thomas Roach, husband and brother.

#### ASSESSMENT No. 380

Ogdensburg, N. Y., Sept. 23, 1917, of general debility, Sister Kate McGrath, of Div. 92, aged 78 years. Carried two certificates, dated Jan., 1896, payable to John and Anna McGrath, husband and daughter.

#### ASSESSMENT No. 381

Jersey Shore, Pa., Oct. 3, 1917, of cerebral hemorrhage, Sister Victoria Hobby, of Div. 460, aged 62 years. Carried one certificate, dated May, 1909, payable to James Hobby, husband.

#### ASSESSMENT No. 382

Chicago, Ill., Oct. 5, 1917, of typhoid fever, Sister Catherine Culkin, of Div. 1, aged 46 years. Carried one certificate, dated Oct., 1914, payable to P. J. Culkin, husband.

#### ASSESSMENT No. 383

Baraboo, Wis., Oct. 12, 1917, of apoplexy, Sister Mary E. Watson, of Div. 86, aged 77 years. Carried two certificates, dated April, 1891, March, 1898, payable to George and Henry Watson, sons, George Watson, grandson, Beulah Butman, daughter, Lilah Butman, granddaughter.

#### ASSESSMENT No. 384

Raleigh, N. C., Oct. 17, 1917, operation, Sister Christina King, of Div. 507, aged 46 years. Carried two certificates, dated Aug., 1912, payable to Robert King, husband.

#### ASSESSMENT No. 385

Toledo, Ohio, Oct. 17, 1917, of obstruction of bowels, Sister Susan R. Fish, of Div. 391, aged 73 years. Carried two certificates, dated April, 1900, payable to Louise H. Clark, daughter.

#### ASSESSMENT No. 386

Philadelphia, Pa., Oct. 21, 1917, intestinal hemorrhage, Sister Isophene Shopp, of Div. 112, aged 50 years. Carried two certificates, dated June, 1908, payable to Samuel Shopp, husband.

#### ASSESSMENT No. 387

Erie, Pa., Oct. 23, 1917, of goiter, Sister Mary A. Shepherd, of Div. 23, aged 30 years. Carried two certificates, dated June, 1908, payable to Chas. M. Shepherd, husband.

#### ASSESSMENT No. 388

Utica, N. Y., Oct. 25, 1917, of myocarditis, Sister Mary A. Myers, of Div. 73, aged 75 years. Carried two certificates, dated May, 1896, payable to Mary M. Urschel, daughter.

#### ASSESSMENT No. 389

Easton, Pa., Oct. 27, 1917, of cancer, Sister Anna Burkert, of Div. 121, aged 56 years. Carried one certificate, dated Sept., 1907, payable to Charles Burkert, husband.

Members will pay their Insurance Secretaries on or before Dec. 31, 1917, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 348A, 349A, —12,030 in the first class, and 6,430 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.,  
1637 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### BRAKING PASSENGER TRAINS

**Q.** In reading the columns of the Technical Department each month, I have found many valuable suggestions, and in most every issue there is something said about handling freight trains, and while this must be very interesting to the Brothers in freight service, yet it does not help the man in passenger service. I would, therefore, like to ask if you will explain the cause for the different results obtained in braking trains, even though the brake valve is handled in the same manner with each train. Our trains run anywhere from eight to twelve cars, and are made up of baggage, mail, express, coaches and sleeping cars. And we find that, while many of the trains handle fairly well, there are others that it seems impossible to do anything with, that is, toward securing smooth handling. Now, if not asking too much, will you please give the reason for this, and just what method, or methods, would you suggest in braking the different trains? Our engines have the E-T equipment and cross-compound pump; we carry 130 pounds main reservoir, and 110 pounds brake-pipe pressure.

ENGINEER.

**A.** If it were within the power of the writer to give, in detail, a complete answer to your question, he would indeed feel as if "his bit" had been well done in air-brake work. This is not said to discourage you in the study of the problem, but rather to point out that much is involved in your question.

Shocks, due to brake applications, are caused by a violent running in or out of the slack, and the severity of the shock depends upon the difference in the rate of change of speed of the cars comprising the train, and the weight and number of cars in the train.

For one or more cars to change their speed at a greater rate than other cars in

the train, during a brake application, would mean that greater brake power was employed on these cars, or that the brake power was obtained in less time. In the building of cars, a brake gear is designed that will develop a given braking power from some predetermined brake-cylinder pressure; meaning that in designing the brake system for a car, the leverage ratio and size of brake cylinder must be so proportioned as to give the required braking power from some chosen pressure in the brake cylinder. From this it will be seen that to obtain the desired braking power the brake-cylinder pressure must be neither greater nor less than that on which the brake system is based; and for any other pressure, higher or lower than this amount, the braking power will be correspondingly higher or lower. This naturally leads to this question: Does this difference in pressure exist in the different brake cylinders, and if it does, how is this brought about, as all brakes in the train are affected by the same amount of brake-pipe reduction?

In reply to this question we may say that this difference in pressure may exist, and is brought about by a difference in piston travel on the different cars. In studying the effect of piston travel, it must be remembered that in any application of the brakes, the brake-cylinder pressure obtained depends upon two things: the relation between the volumes of the brake cylinder and auxiliary reservoir and the amount of brake-pipe reduction. The size of the auxiliary reservoir furnished with each brake cylinder depends upon the diameter and assumed piston travel of the latter. The pressure that this cylinder will develop, with any given brake-pipe reduction, is based on the supposition that the piston travel is always maintained at the assumed amount. This piston travel is usually taken at eight inches, and the volume of the auxiliary reservoir accompanying each different sized brake cylinder is proportioned to produce the same cylinder pressure with that travel and equal brake-pipe reduction. If the brake-pipe pressure be reduced ten pounds the auxiliary reservoir pressure will be reduced ten

pounds; and the ten pounds going from the auxiliary reservoir to the brake cylinder will create there a pressure depending on the volume of the brake cylinder as compared with that of the auxiliary reservoir. Now that volume depends on the amount of piston travel; if the latter is short, the volume is small, and the ten pounds auxiliary reservoir air will create a higher brake-cylinder pressure than if the piston travel were longer and the cylinder volume thereby greater. Thus it will readily be seen that if in a train some brake cylinders have long piston travel and others short, a very uneven braking power will be developed for any brake-pipe reduction, which will retard some cars more than others, and result in shocks and unnecessary strains on draw bars, generally resulting in wheel sliding.

The following table clearly points out the effect of piston travel on the pressure obtained in the brake cylinders for given brake-pipe reduction:

Brake Pipe Reduction	Piston Travel and Resultant Cylinder Pressure							
	4	5	6	7	8	9	10	11
7	25	23	17	13	10	8	Piston not entirely out	
10	49	43	34	29	23	19	17	14
13	57	56	44	37	33	29	24	20
16	....	....	54	47	41	35	29	24
19	....	....	....	51	47	40	36	32
22	....	....	....	....	50	47	44	39
25	....	....	....	....	....	....	47	45

Here it will be seen that a brake with a short piston travel is more powerful than one with long travel; that a brake with the auxiliary reservoir and brake-cylinder pressures equalized can not be applied any harder by a further reduction of brake-pipe pressure, and that if piston travel varied in a long train between four and eleven inches, there would be no uniformity in the braking power applied in the different parts of the train. Again referring to the table we see that the brake having four-inch travel was not applied any harder after a 13 pound reduction had been made; but the eleven-inch travel continued to apply harder until a 25 pound reduction of brake-pipe pressure had been made. This points out that with short piston travel the brake-cylinder pressure will accumulate much faster than it should, in proportion to the

brake-pipe reduction, which causes these brakes to be effective in or advance of the brakes having long piston travel, thus resulting in the running in or out of the slack, depending upon the location of these cars in the train.

Still another cause for shock due to unequal piston travel is found in releasing the brakes while running, following a full application. Referring to the table it will be seen that with four-inch travel the auxiliary reservoir and brake-cylinder pressures equalized at 57 pounds, while with eleven-inch travel the auxiliary reservoir and brake-cylinder pressures equalized at 45 pounds. The brake-pipe pressure has to overcome the auxiliary reservoir pressure to force the triple piston to release position, and it is easier to overcome 45 pounds than 57 pounds; hence the triple pistons on the long-travel cars will move to release position with less increase of brake-pipe pressure than will the triples on short-travel cars; thus

causing an uneven release of the brakes. Still another reason for shocks is found where cars in a train have a lower percentage of braking power to their total weight than the balance of the cars, due to their being loaded in one case and empty in another. This of course refers to the loaded baggage, mail, express and other load carrying cars, that do not maintain the same percentage of braking power on account of their load, as the passenger carrying cars, on the rear of the train.

Unbraked weight (the load) in the forward cars of the train, tends to produce shocks in the form of jerks, especially if this weight is brought to a stop suddenly.

It is here where the time element comes in, meaning the difference in time between the brake application on the cars at the

front of the train and those at the rear, has to be considered; as with the long train, retardation commences at the front of the train long before it takes effect at the rear, thus bunching the train; and later, when the brakes on the rear portion do apply, due to their higher percentage of braking power (light weight), a severe running out of the slack will follow. Evidently this difference in time will affect the release of the brakes as well as the application; that is, shocks, or at least great strains, will be set up where brakes are released on long trains at low speed. The severity of any shock depends upon the degree in which any or all of the above mentioned features exist.

Since all of the above features do exist in passenger trains, it is possible that severe shocks may be produced in long trains during a brake application, and often in shorter trains.

The actual braking force acting on a car when the brakes are applied is the force of the friction between the brake shoes and the wheels, tending to retard the rotation of the wheels and thus stop the car. The frictional force between the brake shoe and the wheels depends upon the pressure acting on the shoes and the coefficient of friction between the shoes and the wheels.

In making a stop, therefore, it is evident that brake-cylinder pressure must rise gradually in order that the slack movement in the train may be adjusted gradually, and thus avoid shocks.

Would suggest that in braking trains, the initial and succeeding brake pipe reductions be made in light steps, which will necessarily call for an increase in the time of making a stop.

#### DEFECTIVE FEED VALVE

**Q.** What should be done with a feed valve stuck, in shut or open position, with the E-T equipment? Some contend that you can make a feed valve by carrying the brake valve on the bridge and allow the air to leak by and supply the brake pipe. Is this safe on a fast passenger train? **E. W.**

**A.** Where a feed valve is stuck in closed position, to obtain air in the brake

pipe it would be necessary to move the brake-valve handle toward release position far enough to connect the direct supply port in the rotary valve with the brake-pipe port in the valve seat. And to create an opening of sufficient size to just maintain the desired brake-pipe pressure against leakage would call for very careful adjustment, which an engineer in passenger service seldom, if ever, has time to make. Again, as there would be but a small opening of the ports in the brake valve, a slight movement of the handle toward running position would cut off the supply of air to the brake pipe, thus endangering the braking power of the train. Where a feed valve is stuck in open position it would be necessary to move the brake-valve handle toward lap position to bring about the result you mentioned. Here again the adjustment would have to be made very carefully, as a movement of the handle too far toward lap position would cut off the supply of air to the brake pipe. Thus it will be seen that either of these methods tends toward danger, and for this reason should not be practiced. With the thought in mind that in passenger service delays should be avoided where possible, but not at the expense of safety, if a feed valve sticks in open position the brakes may be applied in the usual manner, and the same brake-cylinder pressure will be obtained in service braking even though the brake pipe be charged to main reservoir pressure. When operating under this condition care should be taken in securing the release of the brake, as now there will be no excess pressure for a prompt recharge of the brake pipe; therefore, light applications of the brakes should be avoided.

Where a feed valve sticks in closed position the brake-valve handle should be carried in release position, and the brake may be operated in the same manner as above. However, where the handle is carried in release position there will be a tendency for the locomotive brake to apply, as now the distributing valve release port will be closed. Where this trouble is experienced, it may be overcome by disconnecting the release pipe between the independent and automatic

brake valves. Where time will permit, the proper thing to do would be to clean the feed valve; and if the feed valve can not be put in condition, a change may be made with the reducing valve, that is, the feed valve may be put in place of the reducing valve, and the reducing valve in place of the feed valve, and readjusted to the desired brake-pipe pressure.

#### FEED-VALVE PIPE PRESSURE

**Q.** To settle a much discussed question, will you please state what pressure is had in the feed-valve pipe in the different positions of the H-6 automatic brake valve? C. C. B.

**A.** In release, running and holding positions, the pressure in the feed-valve pipe should be that for which the feed valve is adjusted. In lap, service and emergency positions, a port through the rotary valve, that supplies air to chamber "D" in release position, stands over the feed valve pipe port; therefore, air at main reservoir pressure, from the chamber above the rotary valve, will be free to flow to the feed-valve pipe.

#### DROP OF PRESSURE IN EQUALIZING RESERVOIR

**Q.** Here is another one on the H-6 brake valve: When switching with the lone engine, and the automatic brake-valve handle is moved to emergency position, I have noticed that the black hand on the small gauge will drop quickly to the pin, while the black hand on the large gauge drops back slowly. Now, as both hands indicate the same pressure, why is one slower in moving than the other?

C. C. B.

**A.** In replying to your question it may be well to first state that you are mistaken in your understanding of the pressures which the black hands indicate: the black hand on the small gauge indicates brake-pipe pressure, while the black hand on the large gauge indicates equalizing reservoir pressure. When the brake valve handle is moved to emergency position, the brake-pipe port is connected directly to the exhaust through the large exhaust ports, thus causing a quick drop of brake-pipe pressure, which is indicated by the black hand on the small gauge. In this position of the brake valve a small

port in the face of the rotary valve connects the port leading to chamber "D" and equalizing reservoir with the exhaust, thus causing a somewhat slower drop in pressure, which is indicated by the black hand on the large gauge.

#### CROSSED PIPES

**Q.** I am running an engine that has the New York L-T equipment, and would like to ask what would be the effect if the two copper pipes that are connected to the control valve were crossed, that is, connected up wrong? J. L. P.

**A.** The pipes referred to are known as the control reservoir pipe and control valve release pipe, the latter being the upper pipe connection on the right side of the control valve. The control reservoir pipe connects the control reservoir of the control valve to the automatic brake valve and to the independent release feature of the straight air brake valve. The control valve release pipe connects the control reservoir exhaust port of the control valve to the automatic brake valve. Where these pipes are crossed, the brake may be applied and released with the automatic brake valve in the usual manner, but the independent release feature, through the straight air brake valve, is lost, as is the pressure maintaining feature in the automatic brake valve when the handle is moved to emergency position.

#### EFFECT OF BRAKE-CYLINDER LEAKAGE ON ACTION OF AIR PUMP

**Q.** Here is a question on the old style engine brake that I would like to have answered through the JOURNAL: I have noticed that when an automatic application of the brake is made, the air pump will stop; whereas, when the straight air is applied, the pump will operate, and continue to operate as long as the brake is held applied. Why is this? A. L. R.

**A.** The action of an air pump is controlled by the pump governor, which in turn is operated by main reservoir air, and when the pressure in the main reservoir reaches the amount for which the governor is adjusted, steam is shut off, and the pump will stop, regardless of whether the brakes are applied or released. In an automatic application of the brake the air used in the brake cylinders comes

from the auxiliary reservoir; therefore the main reservoir pressure is not affected at this time, that is, during the period that the brake is held applied. But when the brakes are released air will be taken from the main reservoir through the brake pipe to recharge the auxiliary reservoir, when the pump will operate to restore the main reservoir pressure. In a straight air application of the brake the air used in the brake cylinders is main reservoir air reduced to the adjustment of the reducing valve; therefore, when the brake is applied, the air furnished the brake cylinders will cause a drop of main-reservoir pressure, and the pump will start to work to restore the pressure.

If the brake-valve handle be left in application position, and there be brake-cylinder leakage, main-reservoir air will continue to flow to the brake cylinders, thus causing the pump to continue to operate.

#### EFFECT OF LEAKAGE PAST THE EQUALIZING PISTON PACKING RING

**Q.** Will you please answer the following question through the Technical Department of the JOURNAL? I am running an engine in freight service, where we handle long trains, and I had at one time what I considered the best brake ever put on an engine—the E-T equipment—but here lately the brake does not operate as it should. Now to get to the point I am after, with the engine alone the brake will apply, and remain applied, in either an automatic or independent application, but when coupled to a long train the engine brake will not apply when an automatic application is made; yet the independent brake seems to work the same as with the lone engine, that is, works O. K. I have examined all the pipes connected to the brake valves and distributing valve but can find no leakage. I have reported the action of the brake, and our air-brake man, testing the lone engine in the roundhouse, says the brake is in good working order.

Nevertheless I got a draw bar before I got wise to what was going on; and now, to keep out of trouble, I apply the independent brake at the time I apply the train brake. If you will let me

know what defect will cause a brake to act in this manner, and what remedy to apply, I will be very thankful for the information.

RUNNER.

**A.** That the brake applies and remains applied, with the lone engine, tells us there is no leakage of air to the atmosphere, and that all ports and passages are open. Again, that the brake can be applied with the independent brake when the engine is coupled to the train, tells us that the *application portion* of the distributing valve is operating properly; therefore the trouble must be due to some defect in the equalizing portion. When a service application is made with the automatic brake valve, the brake-pipe pressure is reduced, and *should create* a difference in pressure on the two sides of the equalizing piston in the distributing valve sufficient to move the piston and its slide valve to application position, thereby causing an application of the locomotive brake. However, where the brake-pipe pressure is reduced slowly, as with a long train, it is possible for the air on the pressure chamber side of the equalizing piston to leak by the packing ring to the brake-pipe side, thus keeping the pressures balanced on both sides of the piston. Where this condition exists the equalizing piston and its slide valve will not be moved to application position, therefore the brake will not apply. The reason for the brake applying with the lone engine is, the brake-pipe volume is small as compared to the brake-pipe volume of the train, therefore the pressure on the brake-pipe side of the equalizing piston will be dropped more quickly than will the pressure chamber pressure due to leakage by the packing ring, thus creating a difference in pressure on the two sides of the piston, causing the parts to move to application position.

Air leaking past the equalizing piston may be due to a stuck or worn packing ring, or a cut or worn bushing; the remedy is to put these parts in condition.

In an independent application of the brake the equalizing portion of the distributing valve is not brought into use; therefore any defect in this portion will not affect an independent application.



**AUXILIARY RESERVOIR FAILS TO CHARGE**

**Q.** While making a terminal test of the brakes, it was found that the brake on the fifth car in the train did not apply, and investigation showed that the brake was cut in, but the auxiliary reservoir was not charged. Now the auxiliary not charging was responsible for the brake not applying, but what defect would prevent the charging of the auxiliary?

**J. L. R.**

**A.** It is no doubt understood that the auxiliary reservoir is charged, through the triple valve, with air taken from the brake pipe; our first thought then should be, did brake-pipe air reach the triple valve? Where the brake-pipe tee strainer or the strainer at the entrance to the triple valve is blocked with dirt, no air can enter the triple valve, therefore the auxiliary reservoir will not charge.

Where the feed grooves in the triple valve become stopped up, air cannot get past the piston to charge the auxiliary.

Again, air may have entered the triple valve and pass through the feed grooves, but due to leakage from the reservoir or its connection it did not charge.

**EFFECT OF BROKEN GRADUATING SPRING**

**Q.** Will a broken graduating spring cause a triple valve to work in emergency when a service reduction is made?

**J. L. R.**

**A.** The purpose of the graduating spring and stem is to stop the triple piston at a point in its travel where the service port in the slide valve is exactly over the brake-cylinder port in the valve seat.

In a train of six or less cars the brake-pipe pressure may be reduced, through the service ports of the brake valve, somewhat faster than the auxiliary air can get to the brake cylinder through the service ports of the triple slide valve; and when the auxiliary pressure is enough greater than the brake-pipe pressure, the triple piston and its slide valve would be forced to emergency position were it not for the resistance offered by the graduating spring.

On a long train it takes a longer time to make a corresponding reduction on account of the larger volume of air in the brake pipe.

This gives the auxiliary reservoir air longer time to pass into the brake cylinder, and as a result the brake pipe and auxiliary pressures keep about equal, and the triple piston will have no tendency to move toward emergency position.

Putting this in another way, if all trains were greater than six cars in length, the graduating spring and stem might be removed from the triple valve.

**EFFECT OF BROKEN GRADUATING PIN ON THE ACTION OF THE TRIPLE VALVE IN SERVICE BRAKING**

**Q.** Will a broken graduating valve pin cause a triple valve to operate in quick action when a gradual reduction of brake-pipe pressure is made?

**J. L. R.**

**A.** This pin being broken there is nothing to move the graduating valve from its seat when the triple piston moves, and the auxiliary pressure is acting to hold the valve to its seat. When a brake-pipe reduction is made and the triple valve assumes service position, no air can leave the auxiliary and pass through the graduating or service ports of the slide valve, as the graduating valve is on its seat.

When sufficient brake-pipe reduction has been made so that the graduating spring cannot withstand the auxiliary pressure acting on the piston, the triple will move to emergency position and we get quick action on this car and consequently on the rest of the cars on the train. With a long train, the brake-pipe pressure being reduced more slowly, the emergency port in the slide valve seat is opened so gradually that the air can get past the emergency piston and go to the brake cylinder without moving the emergency piston, therefore a service application will follow.

**BROKEN DOUBLE-HEADING PIPE**

**Q.** Will you please answer the following question on the No. 5 E-T brake: What will be the effect if the double-heading pipe breaks, and what repairs, if any, can be made?

**C. C. R.**

**A.** If the pipe breaks between the distributing valve and double-heading cock, when an independent application is made and the brake-valve handle returned to lap position the brake will release.

In an automatic application, the brake

will apply and remain applied in lap position; but when the brake-valve handle is moved to either release or holding position, the engine brake will release; in other words, the holding feature will be lost.

Where an independent release of an automatic application is made, the brake may be reapplied with the independent brake valve, and it will remain applied. The pipe breaking between the automatic brake valve and double-heading cock will not affect the operation of either an automatic or independent application. The holding feature may be restored by plugging the end of the broken pipe toward the distributing valve.

#### BRAKE-CYLINDER PRESSURE IN EMERGENCY

**Q.** What difference in pressure is obtained in the brake cylinder in a full service or an emergency application of the brake with the New York quick-action triple valve? **J. C.**

**A.** With this type of triple valve, the only air that goes to the brake cylinders comes from the auxiliary reservoir; therefore the brake-cylinder pressure will be the same in either a full service or an emergency application.

#### QUICK ACTION FOLLOWING SERVICE

**Q.** After a partial service application of the brake has been made with a New York triple valve, can emergency be had by moving the brake-valve handle to emergency position? **J. C.**

**A.** No, as a partial service application permits air to be forced from the chamber between the triple piston and vent valve piston, and the latter will not, in response to a sudden reduction of brake-pipe pressure, be forced over so as to unseat the vent valve and thus produce emergency action.

#### BRAKE-CYLINDER PRESSURE IN EMERGENCY WITH THE E-T EQUIPMENT

**Q.** Here is a question for the Air Brake Department: With the No. 6 E-T equipment, where the distributing valve is equipped with a plain cylinder cap, do we get any higher pressure in an emergency application than in full service? My understanding of this is that where the distributing valve is equipped with a quick-action cap, brake-pipe air is vented to the

brake cylinders in emergency and we get a higher pressure in the brake cylinders than in full service. But with a plain cap no brake-pipe air is vented to the brake cylinders, therefore we should get the same pressure in emergency as in a full service application. Will you please say if I am correct in this? **A STUDENT.**

**A.** The pressure obtained in the locomotive brake cylinders in either a service or an emergency application is entirely dependent on the pressure developed in the application cylinder in the distributing valve. The amount of pressure obtained in the application cylinder for a certain brake-pipe service reduction depends on the comparative volumes of the pressure chamber, application cylinder and its chamber. These volumes are such that with seventy pounds in the pressure chamber and nothing in the application cylinder and chamber, if they were connected, they would equalize at about fifty pounds, this with either a plain or quick-action cap. When a sudden and heavy brake-pipe reduction is made, as in an emergency application, the air in the pressure chamber forces the equalizing piston and its slide valve to their extreme travel. In this position the equalizing slide valve blanks the port to the application chamber and at the same time makes a direct opening from the pressure chamber to the application cylinder. The application-cylinder volume, being small, when connected with that of the pressure chamber at seventy pounds pressure, equalizes at about sixty-five pounds. This would be the maximum pressure obtained were it not that in emergency position of the automatic brake valve a small port in the rotary valve allows air from the main reservoir to feed into the application cylinder, through the application cylinder pipe, and the pressure will now build up to the adjustment of the safety valve, which is sixty-eight pounds. The purpose of the quick-action cap is to assist the automatic brake valve in securing a sudden reduction of brake-pipe pressure when the handle is moved to emergency position, by venting air from the brake pipe to the brake cylinders. Air vented from the brake pipe to the brake cylinders simply means the saving

of that amount of air which otherwise would be taken from the main reservoir, and in no way affects the pressure obtained in the brake cylinders, as this pressure is, at all times, governed by the pressure in the application cylinder.

#### **\*BLOW AT RELIEF PORT OF PUMP GOVERNOR**

**Q.** Will you please say what will cause a constant blow at the small port in the neck of the pump governor? If my understanding of the operation of the governor is correct, air should blow at this port only when the governor has the pump stopped, but the governor on my engine blows continuously. G. G. R.

**A.** A constant discharge of air from the relief port of the governor would indicate a defective condition of the pin valve, meaning that air leaks past the valve when seated, probably due to dirt on its seat. Remedy—Have the governor cleaned.

#### **NEW YORK PUMP**

**Q.** When steam is turned on a New York pump which piston moves first?

C. R. M.

**A.** Assuming both main valves in their lower position when steam is first turned on, it will be free to enter the lower end of the cylinder at the right, and the upper end of the cylinder at the left. Now if both steam pistons are in their lower position, the piston in the cylinder at the right will be the first to move, and will complete its upper stroke before the piston in the cylinder at the left moves. However, if both pistons were say midway in their cylinders when steam was first turned on, they would both move at the same time.

#### **BROKEN SUPPLY PIPE TO DISTRIBUTING VALVE**

**Q.** I am running an engine equipped with the No. 6 E-T brake, and would like to ask if the engine brake can be applied with either the automatic or independent brake valves, where the supply pipe to the distributing valve is broken off? I have been told that it can, but do not understand how, as main reservoir air is used in the brake cylinders. E. T.

**A.** If the main reservoir supply pipe to the distributing valve breaks, the loco-

motive brake cannot be applied with an automatic service application, but if the distributing valve is equipped with a quick-action cap, and an emergency application is made, the air coming from the brake pipe through the quick-action cap will apply the brake. To apply the brake, move the automatic brake-valve handle to emergency position, then return it to holding position until the brake pipe is recharged to about forty-five or fifty pounds, when the handle should be returned to lap position. The movement of the brake valve to emergency position causes the equalizing piston in the distributing valve to move to emergency position, and in so doing moves the emergency valve in the quick-action cap to open position, thereby creating an opening from the brake pipe to the brake cylinders; then by admitting more air to the brake pipe it is free to flow to the brake cylinders, applying the brake. The end of the supply pipe toward the distributing valve must be plugged.

If the distributing valve is not equipped with a quick-action cap, the locomotive brake can be operated with the independent brake valve by first plugging the supply pipe connection to the distributing valve, also the distributing valve exhaust port; then remove the application piston; to do this, it is necessary to first remove the application valve cover and take out the application valve and its stem, then replace the cover; next remove the application cylinder cover and take out the application piston, then replace the cover. Desiring to apply the brake, move the independent brake valve to quick application position; air coming from the reducing valve will flow through the application cylinder pipe to the application cylinder, and as the application piston is now removed, the air will be free to flow to the brake-cylinder port and to the brake cylinders, applying the brake. Where the locomotive brake is applied in this manner it may be released by placing the independent brake valve in release position.

#### **HIGH-SPEED REDUCING VALVE**

**Q.** Our passenger trains are equipped with the high speed brake, and I would

like to ask a question on the operation of the high speed reducing valve. Now my understanding of this style of brake is that the high speed reducing valve is for the purpose of reducing brake-cylinder pressure when an emergency application of the brake is made, so as to prevent wheel sliding. However, I find that they reduce the pressure in a service application as well. Will you please explain the object of reducing brake-cylinder pressure in a service application? A. L. B.

A. The purpose of the high speed reducing valve is to reduce the brake-cylinder pressure whenever this pressure becomes greater than for which the reducing valve is adjusted, regardless of whether the pressure is obtained in either a service or an emergency application.

The high speed reducing valve is directly connected to the pressure end of the brake cylinder; therefore, any air pressure forming in the brake cylinder will also be felt in the reducing valve. As long as the brake-cylinder pressure remains less than that for which the reducing valve is adjusted, which is sixty pounds, the valve will remain in closed position. However, when making a service application, if the brake-cylinder pressure should increase above sixty pounds the reducing valve will open, and brake-cylinder air will be free to flow to the atmosphere until the pressure is reduced to sixty pounds. Thus in this way wheel sliding is prevented, as far as brake-cylinder pressure is concerned, in both service and emergency applications. Another point gained by use of the high speed reducing valve in heavy service braking is, brake-cylinder pressure is kept uniform on all cars in the train regardless of difference in piston travel.

#### FEED VALVES

Q. Our new engines have the E-T equipment, and I would like to ask what difference, if any, is found in the valve used as a feed valve to regulate brake-pipe pressure, and the valve used as a reducing valve to regulate the straight air pressure? Both valves look alike to me, yet one is called a feed valve, the other a reducing valve. R. G. L.

A. These valves are practically the

same, and one may be changed for the other; meaning that if for any reason the valve controlling brake-pipe pressure became inoperative, the reducing valve could be used in place of it. Both valves are reducing valves, that is, they reduce main-reservoir pressure to the pressure desired in that part of the brake apparatus to which they supply air. The probable reason for calling the valve which supplies air to the brake pipe a feed valve, is to differentiate it from the reducing valve that supplies air to the independent brake valve and signal line. The valve generally furnished by the Air Brake Co. for use as a feed valve has a double-regulation feature, so that it can be quickly adjusted to change the regulated pressure from one standard pressure to another. But this feature is simply a convenience, not a necessity.

#### MAIN RESERVOIRS

Q. Will you please answer the following question through our JOURNAL: I am in charge of the roundhouse here, and the other day, while inspecting the main reservoirs on some of our engines, I noticed the letter "E" following the Westinghouse monogram, while other reservoirs do not have this marking. Will you please explain why this difference in marking?

MEMBER.

A. The letter "E" following the monogram located just above the pipe tap indicates an enameled reservoir. To protect the metal, and thereby protect the initial factor of safety, both inside and outside surfaces of reservoirs are enameled, which prevents the corrosion of the metal. Where the letter "E" does not appear, the reservoir is not enameled.

#### AIR PUMPS OPERATED IN SERIES

Q. We have an air-brake puzzle here at our roundhouse that I can not figure out, and would like to ask the JOURNAL to make the point clear: The steam pressure carried on the boiler in the roundhouse is eighty pounds; while the air pressure in the reservoir is 125 pounds. Two air pumps are used, and they call one the low pressure and the other the high-pressure pump. Now, how can you get a higher air pressure than steam

pressure? We cannot get it on our engines, and some of them have two pumps.

MEMBER.

A. The puzzle you refer to is in general use where low steam pressure is had and a high air pressure desired. If you will more closely examine the arrangement you will find that the pump called the low-pressure pump takes air from the atmosphere and delivers it to an intermediate reservoir, at a pressure ranging possibly from 50 to 60 pounds; while the high-pressure pump receives its air from the intermediate reservoir, and delivers it to the final reservoir, where the high-pressure air is stored. Now comes the question. How can the high pressure pump, with but 80 pounds of steam pressure, compress air to 125 pounds? This will be easily understood when we consider that we have not only the eighty pounds steam pressure but also the air pressure in the intermediate reservoir to operate the high-pressure pumps. For example: Assume the piston in the high-pressure pump making an up stroke. Here we will have 80 pounds steam pressure, under the steam piston, trying to force it upward; while under the air piston we will have say 50 pounds air pressure coming from the intermediate reservoir assisting the steam piston in its movement, against 25 pounds pressure on top of the air piston.

### Questions and Answers

BY JAMES GREGORY

Q. Does a blow from a saturated engine sound as loud as one from a superheated engine if the leak is in the valve or cylinder bearings? W. R., Div. 10.

A. With the same defect in bearings the superheated steam will escape in greater volume, owing to its being lighter—less dense—than the saturated steam; but for the same amount of steam escaping the saturated steam will sound loudest, as the volume is increased when the moist steam comes in contact with the higher temperature of the front end and stack. We don't get this effect in the case of superheated steam, as the moisture has already been converted into steam in passing through the superheater.

Q. What is the reason the lubricator I am running will feed faster with throttle shut off than when using steam, and if I regulate it so it will not feed too much, shut off, it will almost quit feeding when working engine, especially if I use a full throttle? I think it is the fault of the oil we are using.

S. M. S.

A. The trouble is, your lubricator is out of balance, as they say. It is nearly in balance perhaps when your engine is working, but the choke plugs are too large, permitting the steam to escape too freely as it leaves the lubricator to maintain a practically uniform back pressure in the lubricator when the engine throttle is shut off. When the chokes have proper opening, a pressure is maintained in the feed chambers on top of the water column which is uniformly the same whether engine is working or shut off.

Q. A discussion arose the other day as to the difference in power of superheater and saturated engines. Can superheaters run faster than the other, and if so, about how much faster with a light train, and with a heavy train?

S. M. S.

A. There is no question as to the greater speed possible with the use of superheated steam; that is plainly evident to the least observing. At the last convention of the Traveling Engineers, a member of that body stated that in a test to demonstrate the greater efficiency of engines using superheated, it was shown that an engine hauling a five-car train made 75 miles an hour, against 65 miles an hour made with an engine using saturated steam, all other conditions being equal.

As to your second question will say that the same rule applies in both cases.

Q. Is there any way to help the superheater engine to start as many cars as the saturated engine?

H. D. C.

A. The superheater will start as much as the saturated engine under any conditions, and may be made to start more by having a good fire at the time and using the blower to give all possible heat to the steam passing through superheat units as throttle is opened, thus in a degree counteracting the cooling effect of cylinders which tends to make an engine weak at starting by condensing a large percentage of the steam.

**Q.** What is the pyrometer? We read about it of late in connection with engines. How is it used and what does it tell?

**RUNNER.**

**A.** The pyrometer is an instrument for measuring high degrees of heat. It is used to register firebox temperature, or that of steam in steam chest on superheater engines to indicate if the manner of operating the engine is correct or otherwise. When used on the firebox it is an aid to show best methods of firing, quality of fuel, proper adjustment and regulation of the different devices controlling combustion, besides affording a somewhat better indicator for the fireman to work by than the steam gauge.

**Q.** What would be a fair size of nozzle for a Mikado engine with 28 x 28 cylinders and superheated steam? These engines are equipped with street stoker, using a fair grade of run of mine coal, crushed.

**STUDENT.**

**A.** Assuming the engine you refer to is in freight service, a 6 or 6½ inch single nozzle would be a fair average size. Any variation from that, either way, would likely result from the difference in quality of coal used or skill in operating the stoker.

**Q.** We hear about engines with stokers making great runs, or better runs than hand-fired engines of same class hauling like tonnages. What has the stoker got to do with making time?

**YOUNG RUNNER.**

**A.** The difference is not really one of power but is due to the fact that in a long hard run the maximum steam pressure may be maintained with the stoker under conditions too severe for the fireman on a hand-fired engine to endure.

**Q.** What is meant by this statement regarding a new exhaust nozzle just put into use on our road, "The nozzle has projections which break the continuity of the exhaust, making it more effective for steam making." How can it help the steaming?

**ENGINEER.**

**A.** This is merely the bridge principle applied in a new way. The "projections" break up the exhaust column so it will be more susceptible to the influence of draft current by which it is forced to pass up and out through center of stack, thus

utilizing the stack capacity in a most perfect manner for draft production. The effect of the so-called projections in breaking up the exhaust column of course tends to reduce the velocity of discharge, a fact which goes to prove the greater importance of a true central passage of the exhaust through the stack to insure the steaming of the engine.

**Q.** What is the difference between drawbar pull and tractive force as applied to an engine?

**R. L.**

**A.** The difference is that the tractive force is the power developed necessary to move the engine and train, while the drawbar pull is that required to haul the train only.

**Q.** What would be the difference in the drawbar pull of an engine at different speeds, say 15 miles an hour compared to 60 miles an hour?

**H. M. M.**

**A.** There are several things which enter into such a problem, among which chiefly wheel diameter and boiler capacity, both of which relate to the free discharge of exhaust steam, thus keeping the internal resistance of the engine to the minimum at the higher speed. A recent test made to learn the efficiency of a type of passenger engine at different speeds showed the drawbar pull at 10 miles an hour was about double that at 60 miles an hour.

**Q.** When a heavy train is being hauled around a short curve at slow speed, do the wheel flanges of the cars bear hardest against the outside rail of curve, or against the inside? **W. R., Div. 10.**

**A.** Normally whether loaded or empty the forward outside wheel flange of a truck will crowd the outer rail of a curve. If the forward cars are empty and a heavy train is being hauled around the curve, the effect would be to bring the wheel flanges of truck in contact with the inner rail of curve, which it might also do if head cars were loaded, but with less lateral force, as the friction of tread of wheels with rail bearing would be greater with the loaded cars, and would have to be overcome to cause lateral flange friction between wheel flanges and inside rail. This flange friction with inside rail is the reason why the train made up with empties ahead will pull harder

than train of same tonnage with loads ahead.

**Q.** We use the superheater here with the arch in firebox. Is it so that we can get more superheat without the arch?

**H. M.**

**Q.** The arch and superheater go together better than separately. They are the best combination for efficiency and economy known in locomotive work. You know the superheat is imparted to the current of steam going from dry pipe to cylinders while it is passing through the superheater units. These are placed in the large superheat flues or tubes in upper part of boiler, and the arch so controls the circulation that it not only provides for a more perfect combustion of the fuel used, but also guides a greater proportion of the heat of firebox through the upper or superheat flues, where the superheat units are placed, thus imparting a higher degree of superheat than would be possible without the arch.

**Q.** How soon does carbonization in cylinders take place after shutting off throttle, and is it not prevented by merely easing throttle a little before shutting off completely?

**ENGINEER.**

**A.** Carbonization takes place as soon as the pressure of steam has become so low in steam chest as to let relief valve open, or if there are no relief valves, when air is permitted to flow into cylinders through nozzle. There is no doubt but carbonization of oil in cylinders has been much reduced since doing away with the relief valves. Air will, of course, get into steam chest by way of nozzle, but the steam chest pressure is always lower than the cylinder pressure in a drifting engine, with the result that the relief valve will open immediately when throttle is shut off, thus admitting air when the igniting temperature of cylinders is at its highest, while the whole volume of air drawn in through the relief valves must be pumped out through the nozzles by an intermittent piston action, thus reducing the amount of air to be drawn in at the nozzle and possibly delaying it beyond the danger point at time of shutting off throttle, somewhat, at least. A good plan is not to shut off throttle immediately, as it does not require much time to

reduce temperature of cylinders below the igniting point of the oil vapors.

**Q.** We know the outside rail on a curve wears faster than the inside rail, and that the excess wear of the former is in proportion to the degree of curve—the shorter the curve the faster the excess wear of outer rail. We also know the forward or lead wheel of a truck wears faster than the rear wheel. Now what relation do the lead wheels bear to the outside rail? We can understand this problem in connection with trains out on the road where the centrifugal force of the moving car or engine forces the flanges of wheels against outside of curve, but why do we get the same effect in yards where the speed is never great enough to produce the required centrifugal force to cause that result?

**M. N.**

**A.** The excess wear of outside rail of curve is almost wholly independent of the centrifugal force of the train rounding the curve. The lesser distance the wheels at inside have to cover in traversing the curve causes them to run ahead of the outer wheels, and they being rigidly attached to the same axle, the flanges of outer wheels are naturally forced against the outer rail. This is especially true of the lead wheels. Of the rear wheels it may be said the action is similar excepting that their combined effort is to add to the friction of the flanges of outer lead wheel of truck and causing the truck to assume a diagonal position as far as the gauge will permit, thus producing also a friction between rear inside wheel with inside rail of curve. Pressure against outside rail from flanges of both outer wheels takes place only when the lateral pressure developed at the required speed forces the flanges of both forward and rear wheels against the outer rail at the same time. So we see that a truck passing slowly over a curve slowly assumes a position diagonal to the line of direction of rails; at higher speed it assumes a position corresponding somewhat nearer the actual rail line, but ever the leading wheel at any speed is crowding against the outer rail.

**Q.** Is there any more flange wear on a single engine truck, such as on a consoli-

dated engine, than on a full truck, as used under a ten-wheel engine? R. H.

A. It is popularly believed, no doubt, that there is more wear on the single pair of wheels than on the engine truck having four wheels. The single truck is not quite as flexible as the other, but usually has somewhat more than the proportion of weight to number of wheels, but the effect of the action of rear wheels of the four-wheel truck, though offering assistance in supporting the weight, also tends to add to the flange friction of lead wheels instead of affording any relief, that is, the flange friction produced in rounding curves. On straight track there would seem to be no difference in flange wear of truck wheels of engine on either design of engine truck, under normal conditions.

Q. What is the appliance called that is used with outside valve gears to give the engines better starting power? It is a main rod connection of some kind; and are engines with outside gear weak at such times, and why is it? Also does the appliance referred to correct the fault?

H. M.

A. The only appliance for that purpose that we have any knowledge of is called the Ripken main rod arm, sold by Mudge & Company of Chicago. It consists of an arm, one end of which is attached to the main rod near its forward end, the other end to the union link, thus connecting the lower end of the arm to the combination lever. The motion imparted to the combination lever with this attachment is the same as when the back end of union link was connected to cross-head, excepting that the up and down or oscillating movement of the main rod, in some positions delays and in others accelerates the valve movement. This action has the effect of giving a quick and wide port opening, thereby utilizing the boiler pressure most effectively in giving a high cylinder pressure at any cut-off; the exhaust for any given cut-off is also delayed, thus affording additional power from the expansive energy of the steam, and the influence of the oscillating action of the main rod on the combination lever has the further effect of delaying compression and reducing preadmission with-

out changing the lead opening. These features, however small they may seem separately, combine to add to the starting power of the engine by increased port opening, reduced preadmission and later exhaust period provided, and to its higher development of power and speed in shorter cut-offs by the quick wide port openings of admission, late exhaust and reduced compression, thus correcting the only real faults of the outside gears, insofar as their steam distribution is concerned.

Q. We have some engines here that have the eccentrics connected to other than the main axle, and what I want to know is, in case of the breaking of a back side rod would it be necessary to take down the opposite rod? Would it be necessary if engine had to be towed in only a short distance? STUDENT.

A. If engine is to be towed as you say, it would be safe with driver brake disconnected, to leave up one rod if the opposite one was taken down, but it would not be safe to use steam under such circumstances. The only time it is safe to leave side rods up when those on opposite side are down, and use steam, is when all the rods on one side, including the main rod, are down, and, excepting in such a case, it is best to always disconnect a side rod if the opposite one is already disconnected, whether engine is towed or not.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Some roads have made a practice of designating the kind of extra train when running an extra over the line; as "passenger" or "fruit" extra, on whatever it might be. They base their claim to such right on the wording of the third example of Form G, for the movement of extra trains. The third example of Form G, as shown in the revision of 1906, provided for the running of an extra train on a train order schedule. The explanation to the example stated that the order might



be varied by specifying the kind of extra and the particular trains over which it was desired to give the extra right. It is true that this explanation did give permission to roads so desiring to designate the kind of extra train, but the rule never at any time authorized the use of any particular designation as has been claimed at times. That is, the rules do not authorize the use of the term "passenger extra," but the revision referred to would permit its use.

As a matter of fact the wisdom of permitting such designations has never been justified by operation. The Standard Code as it was revised Nov. 17, 1915, does not permit the kind of extra train to be designated in a train order. The revision of the Standard Code in 1895 gave special authority for the use of the word "passenger" in connection with an extra train, but in the revision of 1906 this authority was revoked and permission was given to designate the kind of extra train in the order when creating an extra train under example 3 of Form G. Example 3 was the example for creating an extra train on a train order schedule. But the revision of 1915 eliminates example 3 of Form G and does away with the permission for need to designate the kind of extra train. There are several good reasons why a train order should not contain the explanation of the kind of train which is using the order. One reason is that it makes an order longer than necessary. Another is that if the designation of the kind of extra train is permitted, it will have the tendency to create a more or less defined class of extra train when certain kinds of extras are run. That is, a passenger extra would be more liable to be given preference than a freight extra under certain circumstances and there would be a tendency to give to such an extra more than its just authority, and by the same token the passenger extra will gradually expand its authority beyond its rights under the order on the strength of being designated as a "passenger extra." This fact was sadly illustrated a few years ago when a train designated as a passenger extra assumed that it would be given a clear track through a yard because it was a pas-

senger extra, with the result that it collided with cars on the main line, killing a number of passengers.

The Standard Code of Train Rules recognizes but two kinds of extra trains and provides exact rules for their protection, and to add to such extras another kind of extra train which is not provided for in the rules cannot fail to bring up serious questions of right, for the authority of a "passenger extra" is not defined, but the authority of an extra is defined. To designate the kind of extra train in a train order does not give that extra train any additional authority, but there are many who do not understand that thoroughly. They argue that if such designation does not give an extra train any additional right, what is the use of using it? And in this position they are correct.

When a train is run extra it must be governed strictly by the rules for extra trains. The practice of running a train extra and giving it by train order the right of a "first class train" is a direct violation of the rules and is a very dangerous operation, especially through yard limits where switch engines are at work. Unless the dispatcher first makes sure that all yard engines and yard men are notified of the movement, he is giving a right to the extra which he cannot protect and which will cause accident in many cases. The rules provide that class and direction are conferred by timetable, therefore an attempt to confer class by order violates the rules.

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BOGALUSA, LA., Oct. 14, 1917.

EDITOR TRAIN RULES DEPARTMENT:  
Please give correct interpretation of the following orders: Passenger trains are numbered from 1 to 20, freight trains from 20 to 100. Even numbers run north and have right by direction.

Order No. 25: "No. 2 engine 101 run 30 minutes late A to D."

Order No. 26: "No. 2 engine 101 run 1 hour late A to D."

Order No. 27: "Order No. 26 is annulled."

Our master of trains holds that No. 53, having been given all three orders, may still use 30 minutes of the time of No. 2

as order No. 25 has not been fulfilled, superseded or annulled. Is he correct?

J. R. L., Div. 85.

A. The master of trains is correct. Order No. 22 requires No. 2 to run 30 minutes late from A to D. Order No. 26 requires No. 2 to run one hour late from A to D, but it does not in any way supersede or annul order No. 25. The result is that No. 25 and No. 26 both remain in effect and when order No. 26 is annulled by order No. 27, order No. 25 still remains in effect for the government of trains concerned.

TRENTON, N. J., Nov. 11, 1917.

EDITOR TRAIN RULES DEPARTMENT: No. 6 and No. 14 are both first-class trains. No. 6 is due to leave A at 4:40 p. m. and No. 14 is due to leave A at 4:50 p. m. There is a yard at B.

In case No. 6 should stop within the yard limits at B and No. 14 should collide with the rear end of No. 6, and No. 6 was not protected by flagman, who would be at fault?

What effect do yard limits have in the case of a first-class train? M. L. J.

A. Rule 93 provides that the main track may be used within yard limits by protecting against second-class trains, and second-class trains and extra trains are required to move through the yard limits on the main track prepared to stop unless the main track is seen or known to be clear. Rule 93 is not uniform on all roads and much would depend upon the wording of the rule, although the rule does not provide in any case that the main track may be used without protection. Protection must be given in every case. The method of securing that protection may be by flagman or by stop signals on either side of the yard or by other means.

Unless Rule 93 on the road in question cautions first-class trains to move through yard limits only as the way is seen or known to be clear, no blame can attach to No. 14. The entire blame would rest on No. 6 because the main track cannot be used in yard limits without protection being given, and in case No. 6 did not protect, it would be violating Rule 99. Rule 99 must operate the same in yard limits as elsewhere.

SAN ANTONIO, TEXAS, Oct. 18, 1917.

EDITOR TRAIN RULES DEPARTMENT: Northbound trains are superior to southbound trains. Extra 415 south received an order at C reading "Engine 422 run extra A to Z meet extra 415 south at H."

When extra 415 south reached G it received order No. 50 reading, "Extra 415 south hold main track meet extra 422 north at J instead of H."

When extra 415 south reached J it received order No. 55 reading "Extra 422 north (get this) meet extra 415 south at K instead of J."

When extra 415 reached K, which is around a curve, it came to full control because extra 422 north would get the order at K and also took siding to avoid delay to extra 422 which was on main track.

Some contend that order No. 55 superseded order No. 50. Does the fact that extra 422 got the order at K have anything to do with the take siding? Does it permit extra 422 to hold main line? Is the first take siding contained in order No. 50 still good? C. F. M.

A. The American Railway Association has ruled that when a train has been directed to hold main track in case a new meeting point is made and no mention made as to the train which is to hold main track, Rule 220 is set aside with respect to orders or parts of orders remaining in effect until fulfilled, superseded or annulled so far as the movement to take siding or hold main track is concerned, and that the trains should revert to their time-table authority with respect to taking siding. It is admitted by the Association that it is an error to so use the orders, but when they are so used trains should revert to time-table authority.

The fact that a train order is placed at the meeting point for a train and is so stated in the order has nothing to do with the taking siding or holding main track in any case. The fact stated in the order is for the purpose of notifying the opposing train that the superior train will get the order at that point and will go to the train order signal on the main line before having the information as to the changed meeting point.

### Criticising Federal Inspectors

It is not to be wondered at that some operating officials, or even very many of them, resent interference on the part of organized labor with their autocratic desires to manage the railroads and the railroad employees to suit themselves; it is rather human for them to do so; but that an officer of much prominence in railroad affairs should criticise the interstate commerce laws and openly condemn its duly appointed agents, affords cause for real surprise, even among those who have kept in touch with the times enough to be familiar with the manner in which capital resents legal restrictions of any kind.

A paper written by the vice president of one of our leading trunk lines was recently printed in the convention report of the Yard Masters' Association, charged that the Federal inspectors appointed by the Interstate Commerce Commission to enforce the law, as it related to the upkeep of motive power and rolling stock, were too closely affiliated with the train service Brotherhoods, the result of which caused them to bear down unjustly upon the railroad with exacting demands at the behest of organized labor. One instance was cited, where, he said, a division terminal was tied up because a number of yard engines were unjustly condemned by the Federal inspectors.

There is no need of discussing the truth of that statement, it bears the marks of doubts too plainly, and it is a source of some satisfaction to know that such utterances always react on the speaker, and instead of injuring really promote the cause he tries to discredit. Another effect of no less importance which must logically result is, that the general public is made to lose confidence in the honesty of speech and purpose of the representatives of capital, and acquire a correspondingly greater respect for labor, and for those who plead the cause of labor, whether it be before the representatives of the National Government or at the bar of public opinion, and the verdict of the people expressed through the ballot will respond to the appeal of labor for support against orga-

nized capital, having for its representative men who charge dishonesty against those who are justly seeking the enforcement of just laws made for the protection of the men in train service, and for the enforcement of which the Federal officers are responsible to the Government, and the public and their own consciences, thus involving in the discharge of their duty a moral as well as a legal responsibility.

When any man in authority in railroad management objects to the placing of restrictions on railway construction or operation, the purpose of which is to widen the margin of safety of that important industry, which so vitally concerns the welfare of the general public, as well as the men engaged therein, then he is placing himself and the interests he so narrowly serves in a light wholly inconsistent with the pretense or the progress of the times.

Faternally yours,  
JASON KELLEY.

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### The Moral Affect

BUFFALO, N. Y.

Dear Frennd Bill, I beleeeve thayres a curse on th Chaingang Pool, bad look to ut. I don't mane th nockin an poundin, an rattlin an so an, but th morral affect on th engineers. Afore we had anny pool wee had a dang good bunch o bys heer, an everywans wurrd were as good as goold, but now ye kin taake no ones wurrd at all, at all. To give ye an iday o what I mane. One day Jim Dexter caame in on th 875; ye no Jim? not a bad sort, sez you, but anyways he caame in, an as I wur goin out on her I sez, sez I, aisy like, how is she Jim? An he sez, jolly as ye plaze, "she's a rimmer ould man. I'm glad yer gettin her," sez he. I wur plazed to heer that, fer Jim an I wur on th outs sence I called him a bonehed fer hangin upon Hanlons ahead o me, an makin me dubble, so I sez, I'm glad meself, Jim. An he sez, "yes, she don't burn any coal, ye kin go to hell fer water, an she rides so ye kin hardly shtay awake day er nite." Well, I sez, be that I shud hav a good thrip, an he sez, "ye'll hav a peeche uv a thrip." So whin thay wur puttin coal on th tank, I sez, never mind

loadin her up, I don't need much. (We like to do that ye no Bill, fer bechune yerself and meself, it luks like ye no yer bizness whin evvery uther guy is hollerin fer awl th coal thay kin pile on.) Anyways we wint out, an the firsh dash outa th box wee wur outa a water; yes, afore we wint twinty miles, an shure enuff fer Jim Dexter, we neerly wint to hell afore we got sum more; an out a coal afore we wur haff way over th rode. An thare wur no lie about her not burnin ut, she meerly ate it up, an about ridin. Bill, well he wur rite enuff about that, in a waay, fer whin the fireman an meself wur kicked around th cab be th poundin o th main rods an boxes an flat wheels an awl, th same as pop corn on a hot pan, fer sixteen hours we shure cud sthay awak but cud hardly do anything else, wee wur that paralyzed, an Sim Dexter a Brotherhood man at that.

What I sed about me bucko Jim Dexter on that thrip I won't tell ye now, Bill, but it wur plenty, an I'll thry to raymimber th mane pinta, so I kin tell ye sum-time. Ye see thats th waay heer now, so kin ye blame me fer kickin.

Of coorse Bill theres times whin I turn over an ingine afther I cum in athout reportin wurrk, fer thays no use o reportin whin thay wont do anny, an whin sum poor divil thats goin to get her out sez, "Jason, how is she," tho me back is cracked er bint frum her, I dont hav th hart to tell him how haard hes goin to be up agin it, an I saay, me by, she cud be wurse, or sumpthin so he'el hav sum hope, or sum currige, for the poor divil kin find out the wurst uv it soon enuff. I may say th valves dont blow er th syl-andher packin ayther, whin thay do, an thathe wonthav much thrubblefer shteam whin I know he'll have slathers o thrubble, but as I sed afore, I dont like to discurrige a man in the beginnin fer he'el hev his wurrys plenty soon. I may say she runs cool, o coorse, I mane th biler, an th blower wurrrks purty good, an Bill, thats about as farr as ye kin go heer at th prisint writin athout tellin a lie.

O course I cudden tell a lie like Jim Dexter. I dont tell no wan shes a peech, er a daisy er anythin o the kind. I dont tell an ingineer ye kin haardly shtay

awake whin I no he kin do so aisy, an believe me Bill, he kin do that saame with-out anny thrubble in the pool heer these days, or these nites, ayther, fer that matther. But ye kin see plane Bill th pool iz havin a bad affect on our min, fer Jim Dexter wur not so bad in you're day heer.

Yes, Bill, the power is in a helova shap right now, an thats baad enuff sez you, and throo forr ye, too. Weer baarly able to climb np on the big "battlers" when weer goin out, and haardly able to get down off thim whin we cum in. An Bill, its a good thing we kin clime down whin we cum in inshted o havin to clime up, an thats the only thing in our favor heer now, an only fer that weed not be able to go manny a thrip. Oh it shure looks tuff, "from a mekanical standpoint," as "windy Jim" ud say, an beleieve me Bill, from anny uther pint ayther, fer weer awl gettin worn, an bint an gray afore our time, an thats not th wurst Bill, fer ye cant take no mans wurrd annymore heer, brotherhood or no brotherhood.

JASON KELLEY.

### Showing Train Orders to the Fireman

It is one of the rules of railroads that the engineer be required to show all train orders to the fireman and head brakeman of his train, if a freight train, and be reasonably sure these men understand them before trying to execute the same, and ordinarily the practice has much to recommend it, that is, where it is possible to do so, as in passenger work, where there is usually not more than one order to read, and for the fireman to read it to, and he usually is a man of some experience and understanding of train orders.

But in freight work it is different. Not only are the fireman and brakeman both likely to be new men, but there may often be several orders to read, which takes much time, and if they are to be understood takes more time, and frequently when a freight crew gets orders, there is some preparation of the fire necessary and the brakeman is perhaps gone to the switch to let his train out, and when he "gets on," it may be back on the train, so the rule, under such condi-

tions, like some other rules of the rail, must be broken or a delay sustained that cannot always be afforded in these days of urgent demand for prompt train movement.

The conductor's time is pretty much taken up with his clerical duties, which are increasing every year; the fireman is the busiest man on the crew when getting started, and after starting, as well, so however you figure it the engineer must carry the load on his mind practically alone.

The conductor might be expected to sometimes prompt the engineer so as to correct an oversight, but the fireman could not reasonably be expected to, at least his assistance in such matters cannot be considered a reliable factor in the safe movement of the train.

We know that railroad officials often express surprise at the engineer's failures to acquaint the fireman with the various movements of the train as the rules call for, and severe censure and sometimes more is meted out for his failures to do so, but though safety is still a consideration in train movement, it must too often give way to such urgent latter-day demands for promptness and dispatch that will not permit of the due exercise of some important precautionary measures, one of which is that of providing for a clear understanding of train orders between the engineer and his fireman, before starting their train.

JASON KELLEY.

#### Recalling Pensioned Engineers to Service

The recent effort to recall pensioned engineers to service is a matter that would seem to bring all Brotherhood men to a realization of the fact that railroad companies' pensions cannot in all cases be figured as an asset in one's future financial resources. Men who have long since passed the age of usefulness as locomotive engineers have been asked to offer their services at "anything they are able to do," to help out the railroads in what they are pleased to call "the present emergency," and that plea is made in face of the fact that never before in the history of the country have the railroads

been so prosperous and so able to bear the expense of employing the class of labor they are expecting their pensioners to do.

These veterans are not asked to run locomotives; no, they may hold a flag at a crossing; fill oil cups in the roundhouse; wipe engines; take care of lamps, or perform some other menial work. It is a cheerful outlook for those who are banking on a railroad pension to lean on in their old days. While the pension may seem to some to be a gratuity, as is claimed by the railroads, it is in fact well earned by the employee.

To hold up a pension as an inducement for a lifetime of good service and then take it away under any pretext whatever, certainly affords a lesson that should not be overlooked by Brotherhood men who have so far neglected to protect themselves against the future by joining our own Pension Association, which will provide a support in their old age that will not be dependent on any such conditions, but will be absolutely reliable. Don't put it off. Join today, and provide for protection that really protects yourself and your family against the rainy day that may come, all too soon.

JASON KELLEY.

#### Increased Hazard of Train Work

It often occasions surprise that train work is not made much safer than it is, considering the many rules and mechanical devices in use to make it so. If one were to form an opinion based on the report of those publications that voice the sentiment of the railroad representatives, the conclusion would naturally follow that everything possible was being done to guard against accident, but when we look on the other side, and read reports of personal injuries from causes that are not by any means wholly unavoidable, then a question as to the sincerity of the professed human interest of the railroads forces itself upon us.

There is one particular feature that stands out more prominently than all the rest, and that is the operation of the age limit law, to which we may justly attribute much of the hazard of train work

today, for the principle is wrong that gives preference to the inexperienced over the experienced man. Any man in the service can bear me out in the statement that a large percentage of the accidents to engine and trainmen result from want of knowing where the real danger is and how to avoid it. The younger man, eager to deliver the goods promptly, and with his mind often wholly controlled by that single idea, will overlook orders or misunderstand them much more often than the older, more experienced man who would rightfully consider the safety of his train more important than its dispatch. There is nothing more reasonable to expect, nothing more logical, and to the fact that this truth is disregarded may be charged a large number of accidents that might be avoided if railway managers recognized this fact and gave to safety the first consideration.

Not only is the older man more competent to guard the company's property, and the safety of others, but is better able to take care of himself as well, and these are the essentials to safety in train operation.

JASON KELLEY.

### The Traveling Engineer

We are in receipt of a report of an informal meeting of the Executive Committee of the Traveling Engineers Association which contains a stirring appeal to the members of that body to put forth every effort to promote efficiency in locomotive operation during the present national crisis, when the needs for the fullest development in the capacity of our railroad lines are so urgent.

Considering the comparatively few men employed in that branch of work, it may be said that no equal numbers engaged in any capacity are in a position to accomplish more good in the direction of general efficiency in the movement of traffic. They are in a position to see and capable of judging the shortcomings of the company as well as those of the men, and to whatever extent they are supported in their efforts to correct these faults, by their employers, just in that degree must their usefulness be measured.

The prime essential to meet the trans-

portation problem confronting the nation today is good power intelligently managed, and the enforcement of a brand of discipline the aim of which should be to correct errors of practice, rather than to merely impose penalties for same, and thus instill a spirit of loyalty instead of resentment in the enginemen. They should be made to feel that their service is of high class, and that it involves skill and responsibility as well as obligation. But that loyalty must be genuine, must be the outgrowth of conditions that reflect a true interest on the part of the company in the comfort and general welfare of the employee in so far as his relations with the company are concerned, at least. Like a true friendship, it must be mutual between the parties whose interests are allied, and where it exists the way of the road foreman as well as that of the enginemen is made smooth, and the company receives in return that which must naturally result from the sowing of good seed in fertile soil.

Yes, the traveling engineers are in a position to contribute much toward the solution of the transportation problem now before us, by reason of their position, but they must be given the most liberal support by the company in carrying out their recommendations for the upkeep of the power, and when that spirit is linked with a human interest in the men who man the engines, a combination is formed that must surely bring them the best possible results, otherwise there will be but a repetition of past failure to meet traffic demands in winter that have been often a disgrace to the railroads, and the only difference will be, that in the present instance, to disgrace will be added disloyalty to the cause for which the nation is today so earnestly striving.

JASON KELLEY.

### I. C. C. Report of Derailment of Passenger Train

We have a report from the Interstate Commerce Commission of a derailment of a passenger train on one of our eastern trunk line roads, in which the engineer was killed and several passengers and two mail clerks injured. The accident, if

it can indeed be fittingly so named, took place on a curve, and the investigation revealed a condition that is surprising, even to those familiar with the slipshod manner in which some railroad properties are maintained.

The train is said to have been running at a speed of 40 miles an hour at the time of derailment. This was evidently not in violation of any precautionary rules of the company regarding speed at that point, which the supervisor of that division of road said was safe for a speed of 45 miles an hour. This official also stated that he had passed over the curve on a hand car but a week before and found the track in good condition.

The Federal inspectors, however, found that the heads of practically all rails on outside of curve were worn from 30 to 50 per cent, and that many of the rails were tilted outward, and some sprung near the middle. In two instances ties under rail joints were broken. The spikes at some parts of rails were raised from  $\frac{1}{4}$  to  $\frac{1}{2}$  inch, while at the joints some were so loose they could be lifted out of the tie by hand, and there were other defects in rails, all of which together represented a condition of main track that invited disaster to every train passing over it.

When an engineer, through oversight, or poor judgment, or carelessness, causes a wreck involving loss of life, he is often made to answer to the charge of manslaughter, and sometimes even when he was as blameless as the engineer of this particular train, he has been made to carry the burden the same, on the grounds of excessive speed, or for any reason by which the responsibility could be fastened upon him. Anyone who has followed the rails very long can easily recall the time when all boiler explosions were charged to low water, derailments to excessive speed, delays from hot pins and hot journals to the engineer's neglect, and rare indeed was the mishap that would not be laid at the door of the engineer.

This practice received its greatest setback about a year ago when the New York, New Haven and Hartford R. R. tried to place the responsibility for a passenger wreck on a B. of L. E. engineer who, it was charged, had run by an auto-

matically operated electric signal, and who was made to answer in the court to the charge of manslaughter. It developed during the trial that the signals were defective, ample proof being furnished to prove it, and though the case cost our Brotherhood a considerable amount, it was money well spent, as it effectually put a stop, for a while at least, to the time-worn though convenient practice of fixing the blame on the engineer for train wrecks for which he was in no way to blame.

There are many so-called accidents that are not deserving of the name. The word accident, used in the proper sense, suggests an unavoidable happening, but to permit such a condition or track to exist as was disclosed in the investigation herein referred to is nothing short of criminal, and let us earnestly hope and pray that the scope of the Interstate Commerce Commission may be extended to give it authority to go farther than merely locating blame after the occurrence by the exercise of powers to maintain conditions relating to train movement that will effectually serve as a preventative of many of the so-called accidents that are today increasing the hazard of train operation, particularly so for the men on the head end.

JASON KELLEY.

### ◆◆◆ Increase of Membership

The increase of membership in the B. of L. E. during the past six months is a source of much satisfaction and promises well for the future of the locomotive engineer. Railroad development has been exceedingly rapid of late, and the general policy of railroad management has changed so as to make it extremely necessary that men on the "head end" look the future squarely in the face and take such steps as are necessary to successfully contend with the conditions confronting them.

There was a time when the B. of L. E. occupied a rather isolated position in the field of organized labor. Not that its general principles were not in accord with the aims and purposes of organized labor in general, but it was more conservative

than the others, and with such success that it became a fixed policy of the Brotherhood. With the rapid changes taking place around him, the larger engines, bigger trains, longer divisions of road, the adoption of methods for the upkeep and handling of power that took not into consideration either the pay, the comfort or the safety of the engineer, it became urgently necessary to depart from the old and assume a more aggressive attitude, dealing with the railroad companies. This change was hastened somewhat by certain complications which made it advisable for the hitherto conservative B. of L. E. to co-operate with the other train Orders in a general movement for betterment. Being too conservative brought us a measure of peace without profit, which could no longer be tolerated, so there was first a working agreement formed between the engineers and firemen, and later a general co-operation between the four train service Brotherhoods, with beneficial results still fresh in the minds of all. Other events then followed in rapid succession, among which was a veiled attempt to introduce negro firemen on locomotives in the North, and the general trend of events promises a state of affairs in the near future which will make it imperatively necessary that there be the most complete organization of engineers possible, so that our interests may be protected in any event that may develop, which will be possible only when our leaders have the absolute assurance of the united support of practically all men running locomotives.

This fact is so apparent that engineers who heretofore did not think it made much difference whether they remained in the junior order or not are beginning to realize their mistake and are being rapidly converted to the idea that it is better for both the firemen's and the engineers' organizations that each man be a member of the Order representing the men in his line of work. They are also being moved by other motives of a more liberal nature than that of personal gain. They are seeing themselves in the light of men withholding, not only their moral, but their financial support, also,

from the power that is operating for their general benefit, and they are making gallant strides to correct the error of their position, that they may look their brother workmen and the world squarely in the eyes, and enjoy that feeling of self respect that can only come to those who are willing to put forth equal effort and make equal sacrifice for equal benefits. These are the prime reasons why our membership is increasing so rapidly and they prove the quality of the men who are helping to make the Brotherhood of Locomotive Engineers physically, morally and financially 100 per cent strong.

JASON KELLEY.

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### "Accident Prevention Work"

There is much being written and said these days about the wonderful strides made in late years in the work of preventing railroad accidents. To quote a recent expression in a railroad journal on that subject, "The safety engineer is the future guardian of the human race." But there is a good deal of rot in this boasting of the railroads on the score of safety. They play strong on the humanitarian side of the subject, striving to impress the public with the idea that great financial sacrifices are being made by them in the interest of the workers, when in fact it is a commercial proposition from first to last, and even at that they are often merely making a bluff. A safety committee convened to discuss ways and means to promote safety soon learns to be diplomatic enough to not embarrass the officers of the company by any suggestions that might invite criticism or involve expense, so the real substance of their efforts at promoting safety may often be summed up in this simple admonition to the employees, "Be careful!" a warning which is often based on the same principle as that of telling an engineer to go slow but be sure to make the time.

While the railroad "safety boards" are compiling records for comparison with the greater number of accidents on railroads in former years, and in some places really trying to kid themselves into the belief that they are doing a "great work," they are ignoring the fact that nearly every



safety appliance used in the operation of locomotives and trains has been forced upon the railroads by the law after the most bitter opposition to the adoption of the same on the part of the railroad had failed. Among these are power brakes, patent couplers, design and location of grab irons on cars and engines, and other minor means and regulations providing for the safety of the workman, and now, in spite of all the professed humanity of the railroad, it requires a considerable force of Federal inspectors, yes, considerably more than is at present employed, to keep the power and rolling stock anywhere near the condition required by the law. This fact alone is enough to prove the insincerity of the railroads without adding the greatest contributing factor to the physical and mental failures of employees in train work, namely, the 16 hour trip.

Winter is coming. Soon the backs of engine tanks, where firemen must often hurriedly go to take water, will be covered with ice; engines will go out with steps in the same condition, making it dangerous for one to climb upon the high engines of today, even when they are not moving; cocks and valves will be leaking and cab windows will become steamed or frosted so that nothing can be seen through them; engines will be permitted to run after having proven by repeated failures that they are unfit for the work required of them; switches will become packed with snow and made unsafe because of insufficient track force to give them the attention needed; headlights and lights of other kinds will be given just enough attention to get by; blowing pops and rod packing, which, together with boiler leaks of various kinds, will obstruct the view and add much to the discomfort of the men as well as lower the margin of safety; wheels worn beyond the gauge limit will be run, and yet our safety committee will meet regularly to discuss ways and means to promote safety of engine and train operation with a fine show of thoroughness of purpose, as if diligently seeking something difficult to find, hunting, as it were, for the proverbial needle in the haystack, when in fact they are, in some places, merely

pretending to hunt for a needle in a stack of needles.

Organization of railroad employees has done more to lessen the number of railway accidents than anything else. It has given the employee a sense of security in his position that has discouraged reckless competition between the men for preferment, has improved his morale and has given him a measure of self-respect which serves as a balance wheel for his conduct in all that goes to make a good citizen and competent employee.

If the railroads would do a little more of their share in the matter of safety by keeping up the mechanical end of the game to a reasonable degree of efficiency, their claims in the direction of safety would then have some foundation in fact.

JASON KELLEY.

### The Diplomacy of Jim Blazer

The Firemen's Grievance Committee had at last succeeded in their campaign against scouring brass, blacking front ends, etc., by going to the General Manager of the road with their protest, thus putting one over on the Old Man who had so long fought against it. He posted a notice to that effect immediately, adding to it, that anything in the way of ornamentation, in fact everything not strictly standard, must be removed immediately from all engines. In addition to that, it was rumored that he was pretty sore about the whole matter, and that he had stated that the first man he caught disobeying the notice would be immediately dismissed from the service.

A week later, the Old Man landed in our town, and as fate would have it, and fate plays odd tricks now and then, the first engine to meet his eye was Jim Blazer's, the 879, still wearing all the offending jewelry and other things the Old Man had so emphatically ordered removed. The deer horns, the tin indian with his bow and arrow, the brass balls on bell and sand box, and, as if for good measure, a big pair of brass double flag staffs were also there in open defiance of the order.

To make a long story short, the Old Man was sore, and immediately ordered

the engineer brought before him, for execution, it seemed to those present, for he was surely some "het up," and his strong forte was calling down an engineer in the presence of someone else, the more present, the better. When "Big Jim" arrived on the scene, he noted a bunch of engineers over against the yard office awaiting the opening of the performance, so before the Old Man could utter a word Jim beat him to the punch with the following alibi:

"Now Mr. M—, I know all that 'gingerbread work' should have been taken off a week ago, but I have arranged for a photographer to take a picture of this engine, before stripping her, and I want to preserve that picture as a remembrance of the days when engineers had some regard for the appearance of their engines."

Seeing the Old Man's expression relax somewhat, Jim followed up his advantage, saying, "And now Mr. M—, there are a lot of engineers leaning against the building over behind us, who, when they saw you get off No. 3, said they'd stick around to see you make your balloon ascension when you saw the 879, and I bet a box of cigars with Jack Newcome that you wouldn't do anything of the kind, so if you will please hand me one of those cigars I see in your vest pocket, and give another to the fireman, it will help us both out of this scrape nicely, and I promise to remove all the fixin's within the next couple of days." The Old Man proved a good sport, coming across with the cigars, and when he went left Jim and his fireman in a most pleasant frame of mind and still holding the fort.

When Mr. M— learned later that Big Jim's story about the photograph and the bet with Jack Newcome were pure fakes, he laughed, and said, "Well, they were good ones, anyway." JASON KELLEY.

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### The Outlook

The question of introducing negro firemen into railroad train service in the North is less in doubt since Grand Chief Stone and the other leaders of the train service organizations entered a vigorous

protest against the movement. It may surprise some to learn that any such move was contemplated by the railroads, or any one of them, but it was a fact, nevertheless, and there is no knowing to what extent it might have gone in the matter of numbers employed, nor how far reaching its effect might have been if it had not been promptly checked.

And our protest against the move was not based solely on sympathy. It is true there were no colored engineers employed, but it required no great stretch of imagination to see colored engineers made within a few years, and even aside from that, the additional burden of responsibility we would have to carry, which is already often more than enough, affords us sufficient reason, if there was no other, why we should oppose the employment of negroes as firemen on locomotives, or in fact, in any department of train work. Not only would the service be degraded by such a move, but the hazard of the work would be increased also, and the standard of that branch of industry lowered to an extent that can only be imagined by those who have given the question some study.

We see in the checking of this movement the power of organization, which should serve as a lesson for all of us. It teaches the members of each of the four train service Orders the need of recruiting their forces to the highest possible percentage of membership to give it numerical strength, and to build up that membership from men engaged in the particular branch of work their organization should logically represent, for in this way, by being fair with each other, a most hearty and effective co-operation between the different Orders may be gained and the most beneficial results must attend their combined efforts.

For any of these four Orders to seek to retain men in their ranks who have by promotion naturally graduated therefrom is not only doing an injustice to the man himself, but is weakening the fiber of that particular organization, and at the same time is casting a blight on any co-operative plan that may be devised for the benefit of all. That our leaders have thus far succeeded so well under the con-

ditions they had to contend with from within, as well as from without, is more to their credit than it is to the rank and file, but there is an awakening all along the line at present that promises better support to the leaders in the future, and unless the emergency becomes more urgent than any present indications promise, the practice of the employment of negroes has been effectively checked for the present, and the immediate future, at least.

JASON KELLEY.

### Discipline?

One fault that stands out prominently on some railroads is the practice of trying to locate blame by letter, and when the guilt is fixed, or as nearly so as correspondence methods will permit, to send scorching letters of condemnation and threats of dire penalty for a repetition of the act. And it matters not, very often, whether the error committed is one of omission or commission; something done with an open disregard for right, or one that may be the result of oversight, the same dose of vitriolic censure, or maybe suspension is given with an accompanying reminder of what will happen to the offender if it occurs again. This obviously crude terrorizing system is yet in operation here and there, although conceded to be a back number method of discipline.

When the question of blame is one involving conditions of track, of engines, or anything which may bring the engineer in contact with the opposition of the heads of any of the departments, then the absolute unfairness of the correspondence system becomes apparent.

A case in point was that of an engineer charged with disregarding a caution signal that the general committee learned, and proved later, had not been placed, as claimed by the roadmaster in his version of the case, but his statement was so positive that, with his official prestige to back it up, the engineer alone was helpless to defend himself. The principle upon which our criminal law is based in this country is that a man charged with any crime is considered innocent until proven guilty, but railroad justice, particularly as applied to the engineer, often

reverses that principle, and makes it impossible usually for him to make his case, even though he be blameless, for the members of the official family of the average railroad are loyal to each other to an extent that is beautiful to behold, from their point of view.

There are many engineers who are unable to properly defend themselves in the game of letter writing when opposed by those skilled in the art, as the heads of the different departments of a railroad usually are, and aside from the matter of fair play, from the very fact that the company is also a loser when an injustice is done through that means, it should be discontinued in favor of direct personal investigation in matters of any importance.

JASON KELLEY.

### Battlemhigh Jack

"Battlemhigh Jack" is a holy fright,

A hitter fierce and a runner bold,

He sometimes bats them up so high

That when they fall they are almost cold;

'Tis the only record that he can boast

Which is better than none, you must admit,

He skins 'em all, from coast to coast,

For "Battlemhigh Jack" can surely hit.

'Tis music to his accustomed ear,

When they bark up the grade, he says,

But then it seems a kind o' queer

That grade, or not, he always plays

The same old tune, without any frills,

At the risk of breaking the fireman's back,

For o'er the level and down the hills,

It's all the same to "Battlemhigh Jack."

It may not be the smoothest way,

But is good for trade, you must admit;

Think of the extra coal each day,

That "Jack" consumes, 'cause he can hit,

Also the money the miners earn,

Digging that coal, and the lesson, too,

That all of "Battlemhigh's" firemen learn,

If only able to live it through.

Also repairs that must be made

On engines, that cannot stand the gaff;

And think of the boom it gives to trade,

And pains to the mechanical staff;

And the parallel that it furnishes too,

By which to measure others by;

Boosting the standing of such as you,

And others who do not bat 'em so high.

Here's to "Jack" and his good strong arm,

Long may he make them climb;

The runs he's made have boomed the trade,

If they didn't make the time;

No need to hark, to hear them bark,

For he surely has the knack

Of driving them high as the very sky,

That's the record of "Battlemhigh Jack."

T. P. W.

### First Sulphur Matches

In these days of rapid progress it does not take long to make an appliance old fashioned and out of date. Not more than seventy years ago the match was considered an innovation of a daring and dangerous type. The conservative still scraped away with his steel and flint, holding the sulphur dipped stick in fear and trembling.

One Robert Gibbs tells the story of the first match he ever saw. A school-fellow who had visited London brought back with him, besides his stories of that wonderful town, a box of the newly invented matches. He exhibited them to his wondering mates and, as a great favor, presented one to Gibbs. The boy took his prize home, struck it in the chimneypiece and gleefully watched the surprise of his mother.

"Now you may throw away the tinder box," he said.

"No such a thing," responded the prudent woman. "Matches which light themselves will find no place here. Why, some night we might be burned in our beds! Give me the tinder box."

A Salem, Mass., newspaper of June, 1836, speaks approvingly of one of the inhabitants of its town.

"Notwithstanding the convenience of those dangerous little articles which are in almost everybody's hands, but which, with all their charms, bid fair to prove a heavy curse on the community, we learn there is one man in Salem, a respectable tradesman who keeps a store where we should generally expect to find such things, but who has never sold them or allowed them to be used on his premises. He sticks to the flint, steel and tinder; he shows his wisdom in so doing. How many more can say as much?"—*Youth's Companion*.

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### Derailments

Derailments are often difficult to account for, even after all parts that might be suspected of contributing to it have been closely examined, but changes due to the late demand for increased capacity cars and tenders have brought us to realize some of the faults which were ever present in the old construction in some degree, but are plain enough now for us to see since they have become somewhat magnified by the present day capacity of rolling stock. When we build

the large capacity car we raise the center of gravity of the load, with the effect that when the load leans to either side of truck, on to the side bearing, there is often so much downward force exerted that with an improper location of those side bearings, there is enough leverage afforded that the tilting of this weight, (whether caused by low spots in track, by track elevation on curves, or whether the load leans as a result of faulty distribution of load, or centrifugal force when rounding a curve at high speed) will lift or tilt the truck at opposite end so as to raise the wheel at that end off the rail. When this takes place on a curve, going at high speed, there is comparatively little danger of derailments if the truck doesn't slue as the centrifugal force of the moving car or tender would hold the flange of outside wheel to the rail, but when it happens on straight track, say on account of track not being properly surfaced, there is always a possibility of a derailment. To correct this fault, the side bearings of trucks are being moved nearer to the center bearing on modern equipment.

When the side bearing of a truck is located so that it is outside of a line drawn from the center of gravity of the tank or car to the rail then there is a leverage given to any force exerted at the point of location of that side bearing. But when the side bearing is located directly in the course of the line drawn from the center of gravity to the rail, the additional weight placed on that bearing from the tilting of the load does not have that tendency to lift opposite end of truck, their being no leverage afforded now, all the extra force exerted being absorbed in the rail. It seems to have taken a long time to learn this simple lesson, a fact which suggests the idea that we yet have many simple lessons to learn with all our boasted advancement in railroading.

JASON KELLEY.

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### The Mechanical Choir

"I hear that your church has installed a phonograph stuffed with sacred music?"

"Yes. Had to do it. Choir had struck."

"New scheme work all right?"

"It's beautiful. Never quarrels with itself, has no skirts to rustle, doesn't fret about the angle of its hat, refrains from giggling or powdering its nose, and if it gets out of order a mechanic can repair it."—*Philadelphia Ledger*.

# Labor Digest

A Collection of Expressions of Opinion of Interest  
to Our Class, with Editorial Comment.

## Labor's Attitude of Vital Concern

BY JOHN MITCHELL

The attitude of labor in this time of war is a matter of vital concern to all the warring nations. Many have believed that because associations of labor have been foremost as opponents of war when conducted for the purpose of territorial expansion and the subjugations of weaker peoples labor stood for peace at any price.

The present world-war has demonstrated that associations of labor, while historically and fundamentally advocates of righteous peace among nations, are determined and insistent upon the establishment of democracy.

The voice of labor rises above the tumult, declaring that the conditions of peace shall be so well defined that there shall not be any time in the future a recurrence of the conditions which have drenched the world in blood.

If peace does not result largely in the disarmament of nations and the abolition of the implements of war then the sacrifices which have been made and which are yet to be made shall have been of no avail, and the whole struggle for human liberty and self-government under the democracy will have to be fought out again. —*St. Louis Union News.*

## Steady! Steady!

BY CHAS. STELZLE

The enemies of organized labor feel that they've pulled off a big stunt which will cripple the movement for a long time to come. But nothing ever permanently injured a cause that was just. The labor movement cannot be retarded because it is based upon righteousness and justice.

To the trade unionists I would frankly say — don't lose heart at a temporary check. In the main, the labor movement is on the right track — don't allow anyone to persuade you to the contrary. If leaders occasionally prove untrue, and if

enemies malign and slander, taking advantage of the downfall of a few, remember the men in the ranks who have sacrificed and suffered for the cause which has meant so much to them. For after all, this is a people's movement — it is made up of the mass of humble toilers who have come to their present position because of a bitter experience.

Stand by the guns. The battle for the people and by the people has just begun. Do not allow anybody to befog you nor to make cloudy the real issue. Organized labor is rooted and grounded in a great principle — the principle of democracy and justice for all.

It must be judged not by its worst members nor by its greatest mistakes. It has a right to demand that its real significance must be judged by its highest hopes and aspirations, and by its strongest characters.

## American Engineers in Russia

Five eminent American railroad engineers have arrived at Vladivostok on a mission to devise means for relieving congestion on the Trans-Siberian Railway, and for hastening the transport of munitions to the Eastern war fronts from the United States and Japan. Mr. Stevens, the head of the mission, was associated with the organization and administration of the Panama Canal during the early days of its construction, and with his forty years' experience of all branches of railway work he is probably the ablest man in the United States to undertake the study of the present problems. Mr. Henry Milles is among the foremost traffic managers, and Mr. Darling has no superior in all problems of track maintenance. Besides forty years of general railway experience, Mr. Gibbs, consulting engineer to the Pennsylvania, Baltimore, and Ohio, and other railways, is known in the United States as one of the first authorities on structural problems of all kinds. His experience in improving bridges to carry heavy loads peculiarly adapts him to the study of Russian problems, such as those presented by temporary structures replacing bridges destroyed by the enemy at the front. These men

have gone to Russia not committed to any policy, but with a general view to offering any and every kind of service that Russia may desire.—*Railway News*.

### Orders Three Divisions of Commerce Commission

At a general session of the Interstate Commerce Commission on the 17th day of October an act to amend the act to regulate commerce, as amended, and for other purposes, being under consideration, it was ordered that, except as otherwise provided by the Commission, for the purposes of this amendment to the act to regulate commerce the Commission be, and hereby is, divided into three divisions numbered, respectively, division 1, division 2, and division 3.

It was further ordered that Commissioners McChord, Meyer, and Aitchison shall constitute division 1; that Commissioners Clark, Daniels and Woolley shall constitute division 2; and that Commissioners Harlan, Hall and Anderson shall constitute division 3. Each division so constituted shall have power and authority by a majority thereof to hear, determine, order, certify, report, or otherwise act as to any of the work, business, or functions assigned or referred to it. Each or any of such divisions, with regard to any case or matter assigned to it, or any question brought to it under this delegation of duty and authority, may call upon the whole Commission for advice and counsel or for consideration of the case or question by an additional commissioner or commissioners assigned thereto by the whole Commission; and the Commission may bring before it as such any case or question so allotted or assigned.

#### APPORTIONMENT OF CASES

It was further ordered that to division 1 be assigned all cases set for argument beginning October 24, to and including October 31, 1917, and that in addition thereto division 1 be charged with the conduct of the work of the Bureau of Valuation other than considering and deciding the proceedings relating to the valuation of carriers' property. That to division 2 be assigned all cases set for

argument beginning November 1 to and including November 30, 1917, and in addition thereto division 2 be charged with the disposition of applications and requests for suspension under the fifteenth section; of applications under the fourth and sixth sections; of cases on the special docket; of the transportation of explosives and dangerous articles; and of tariffs carrying released rates; that to division 3 be assigned all cases set for argument beginning December 1 to and including December 31, 1917, and in addition thereto division 3 be charged with the disposition of all board of review cases which have been submitted and those not hereafter orally argued before the Commission or any division thereof.

#### ASSIGNED IN MONTHLY ROTATION

And it was further ordered (1) that all cases set for argument and all cases submitted, other than board-of-review cases, in any one month after January 1, 1918, be assigned in monthly rotation to the respective divisions in the order given above; (2) that matters arising in connection with assigned cases shall be disposed of by the division to which such cases have been assigned; (3) that all procedural questions requiring Commission action arising in connection with unassigned cases may be disposed of by any of the divisions; (4) that miscellaneous administrative matters requiring Commission action not otherwise provided for may be disposed of by any division; (5) that the foregoing assignment shall not include the consideration and disposition of valuation cases; and (6) that each division may determine the time and place for its hearings and conferences and determine its order of business.—*Government Official Bulletin*.

### Supreme Court Decides Color-Blindness Case

The Supreme Court of Nebraska, by a majority of one, filed an opinion holding that when color-blindness so impairs the sight of a member of the Brotherhood of Trainmen who is insured therein, that he is disabled and is no longer able to continue in the train service, and is discharged therefrom on account of such defect in his vision; this constitutes the complete

loss of sight of both eyes within the meaning of his contract with such insurance organization.

Judge Hamer wrote the opinion of the court. It was concurred in by Chief Justice Morrissey and Judges Sedgwick and Dean. Judges Letton, Cornish and Rose dissent from this holding of the court.

Doris Routt, a trainman employed by the Union Pacific Railroad Company, was discharged for color-blindness. He filed suit in Douglas County against the Brotherhood of Railroad Trainmen, in which organization he held an insurance policy. He contended that being afflicted with color-blindness, he had, under the terms of the policy, suffered complete and permanent loss of the sight of both eyes. The defendant denied liability on the ground that color-blindness is not complete and permanent loss of both eyes, or that he was totally disabled under the meaning of the laws of the insurance organization.

Judgment for the full face of the policy and interest amounting in all to \$1,740 was given in favor of the plaintiff in the district court. The supreme court has affirmed that judgment. The court adds: "In such cases, while the sight of the insured may not be entirely destroyed for some purposes, it will be deemed destroyed and lost as to the particular avocation of a railroad trainman and he will be held entitled to recover upon the benefit certificate which he holds."

The three dissenting judges say: "Loss of his job by a young trainman, because of color-blindness, might be the incident that led to his fair fortune, taking him from a job that paid from \$75 to \$150 and putting him in an occupation that paid several times that. Certainly, color-blindness bears no resemblance to total disability. Presumptively, insurance aims at indemnification—compensation according to actual loss."—*Nebraska State Journal*.

#### High Court Rebukes Injunction Judges

The decision will definitely settle the question as to what constitutes contempt of court in picketing.

The supreme court of California, in an opinion written by Chief Justice Angellotti, has rendered an anti-injunction decision of far-reaching importance.

About two years ago an injunction was issued forbidding officers and members of the Moving Picture Operators' Union of Sacramento from picketing a theatre. After several of these pickets, charged with contempt of court, had been acquitted a new move was made. Berger, a man picketing in the vicinity, was served with a copy of the injunction. He continued to picket. An affidavit was filed, which did not attempt to connect him with the case in which the injunction issued. A John Doe order to show the cause was issued and served upon Berger. He ignored the order. Then the court in his absence found him guilty of contempt; practically holding that an injunction ran against the whole world; that the criminal law was suspended in cases of persons charged with contempt; that the burden of establishing innocence was on a defendant charged with the crime of contempt, and that all the ordinary formalities of a trial might be dispensed with. There was no beating about the bush; the argument was something like this: Since they never could prove that a picket was connected with the injunction, all rules of law should be suspended, and they were suspended. Berger was convicted and ordered to pay a fine of \$10 or go to jail for one day.

A writ of certiorari was issued by the district court of appeals on twelve different grounds.

Any one of these twelve grounds should have been sufficient to annul the judgment, but the district court of appeals, in a sixteen-page opinion, overruled every one of those objections. Happily, the supreme court has now relegated that opinion to the ash can.

The supreme court held that, in order to punish for contempt of court, in such cases, the affidavit must allege that the person was either a party to the suit, or an agent of such party, or an accomplice of such party. The clear-cut, able opinion of Chief Justice Angellotti, in this case, will definitely settle this point for all time. — *The Survey*

### Coercion a Failure; Mediation Succeeds

Penalties for violation of the Canadian "Can't Strike" law, officially known as the industrial disputes investigation act, have failed to check strikes and whatever success the law may have is because of its conciliation features.

The above is a summary of this legislation by Benjamin M. Squires, published in the September issue of the *Monthly Bulletin*, issued by the Federal Bureau of Labor Statistics, Department of Labor.

From March 22, 1907, to December 31, 1916, there have been 204 strikes in violation of this law, affecting 80,278 employees whose time loss was 3,015,844 days.

"Of this number," it is stated, "two disputes, affecting 95 employees, whose time loss was 390 days, may be considered lockouts. Assuming the minimum penalty of \$10 per day per striking employee, it will be seen that more than \$30,000,000 in uncollected fines have accumulated during the period stated. If the maximum penalty is assumed, the amount exceeds \$150,000,000.

"In the face of this record of prosecutions and violations during a period of nearly ten years it does not seem probable that a wholesome respect has been fostered for such provisions, nor that a fear of the imposition of penalties serves in any considerable degree as a restraining influence. On the contrary, there is a strong indication that whatever success has attended the administration of the act has been due to the conciliatory efforts of the Department of Labor through its fair-wage officers and its boards of conciliation and investigation; to the dislike for publicity rather than to the fear of fine; to the existence of a means of negotiation rather than a means of restriction."—*Weekly News Letter*.

### Senators Denounce Individual Contract

"Individual contracts," the latest scheme of anti-union employers, to resist collective bargaining with their workers, is denounced, and its fallacy exposed, by a special committee appointed by the United States Senate to investigate the strike of steel car men, last spring, against

the Washington Railway and Electric Company.

The committee, consisting of Senators Hughes, Pittman, King, Jones of Washington and Johnson of California, agree that the company is responsible for the strike. In separate reports the senators take sharp issue with the company's methods and its defense of individual contracts.

Senator Pittman said:

"The impossibility of the individual negotiating a contract of employment with a powerful corporation is too absurd for intelligent men to discuss before an intelligent body. The very object of the individual contract, in fact, the chief object, is to avoid discussion and consideration. Influence, power and accomplishment in every activity of life has been accomplished through collective action. In my humble opinion, collective bargaining on the part of the employees is a principle that must be recognized. This obligation upon the part of public utilities corporations is imperative. They have no moral right to use their power and privileges in a manner oppressive to the citizens or obstructive to the peace and happiness of the public."

Senators Jones and Johnson said:

"By individual agreements employees are left wholly without protection. There is nothing of fairness in the closely knit, powerful corporations on the one hand, dealing with a single individual employed by it on the other. The employer is so potent, so well organized, has such concentrated force, and such extraordinary power of reserve, that the individual, among many thousands of employees, must, perforce, if dealing alone with the employer, deal substantially upon the employer's terms.

"Collective bargaining is inherent in modern industry. It equalizes the two parties. The isolated worker has neither the opportunity nor the capacity for successful bargaining, but all the workers together approaching by organization, in small degree, the concentration of power that exists in the industry, may thus, by collective bargaining, obtain approximate justice. If, in individual bargaining, the employer is obdurate, the single worker



can not hold out and must of necessity yield. In collective bargaining all the workers acting together make the struggle more equal. That collective bargaining has brought tremendous benefits to the employee does not longer admit of doubt."—*Weekly News Letter*.

### Win 18-Years' Fight

Officers of the United Mine Workers announce that the miners of eastern Kentucky and Tennessee have won their 18-years' fight for collective bargaining. A strike was declared August 11 and 22,000 men suspended work.

The settlement includes the right to belong to the union, wage increases, checkweighmen and an arbitration board that will pass upon the question of shorter hours.

The victory is the most important the United Mine Workers ever secured south of the Ohio river.—*Weekly News Letter*.

### "Silent Majority" Blamed for Strike

The *United Workers' Journal*, official magazine of the United Mine Workers, takes a stand against those members who remained silent while their movement was swayed by a noisy minority just long enough to start recent strikes over wage demands.

The miners have agreements with operators that are intended to avert strikes, and the miners' *Journal* says:

"We especially blame those men for permitting a minority of hotheads, of thoughtless men and boys, to bring about a condition that can scarcely be excused. The men who were active in the upbuilding of this organization knew then and know now that a shutdown at such a time as this is discreditable to the organization and can only invite disaster to the great institution they aided to upbuild.

"We know they eventually asserted themselves and when they did they were able to control. Had they so asserted themselves in the beginning they could then have controlled.

"We hope and believe that this will be the last of such indefensible strikes in the organized fields. Much injury has

been done to the cause of organized labor. We have the information that the representatives of associations that have always opposed organized labor were prompt in attempting to turn the miners' defections to their own advantage; instantly recognized and seized the opportunity to disrupt our organization.

"Let us not in the future give such comfort to the enemy abroad or at home."

### Unionization is Remedy

In reviewing recent progress in the organization of state institution employees, the State Hospital Employees' union of California says:

"The employees of the state institutions have become greatly dissatisfied with the existing working conditions, principally the long hours and small amount of time off duty, and they have found that these conditions can only be improved through organization, as every attempt so far made to remedy these conditions has been unsuccessful.

"It will be a matter of only a very short time when all the state institution employees will have formed unions, as they now realize that conditions can only be improved through organization and affiliation with the American Federation of Labor, the California State Federation of Labor and the various central labor councils of the state.

"As all improvements in the working conditions of these employees must be secured by the order of the board of control or by action of the state legislature, they will never engage in strikes or walk-outs and they do not compose militant organizations."—*Weekly News Letter*.

### Favor U. S. Print Paper

A report recommending Government operation of the print paper and pulp industries during the war, and arraigning the defiant attitude of print paper manufacturers, has been filed by the senate printing committee.

The report says that the federal trade commission's findings "show beyond any question that the print paper industry, in its greed for excessive profits, has im-

posed a most unjust burden on the American press, which faces a serious disaster if relief cannot speedily be had from the oppressive prices now exacted."—*Weekly News Letter*.

### Food Soars in One Year

A pronounced reduction in the price of flour and potatoes resulted in a 4 per cent reduction in food prices from June 15 to July 15, reports the federal bureau of labor statistics, but in the year from July 15, 1916 to July 15, 1917, food prices as a whole have advanced 32 per cent. Onions was the only article which was lower. Flour made the greatest jump—91 per cent. Potatoes were 83 per cent higher in July, 1917, than in the same month of the previous year. Corn meal was 81 per cent higher, and beans 67 per cent higher. Of the meats, pork advanced more than beef.

Comparing prices on July 15, 1914, just prior to the present war, with prices on July 15, 1917, food as a whole advanced 42 per cent. In July, 1917, flour was 125 per cent higher—that is, two and one-fourth times the price in July, 1914. Corn meal was 89 per cent higher, lard was 78 per cent higher, sugar 75 per cent higher and potatoes and bread each 59 per cent higher.—*Weekly News Letter*.

### Only Citizens to be Admitted to Unions

To preclude labor agitators from becoming a dangerous force in organized labor, the building trades department of the American Federation of Labor in convention Nov. 10, adopted a resolution barring workmen of foreign birth or parentage who are not American or Canadian citizens or who have failed to declare their intention of becoming such.—*United Press Report*.

### Full Crew Act O.K.'d

An application of the Central Railroad of New Jersey, for permission to use its discretion in the observance of the state full crew law was denied Nov. 9th, by the state board of public utility commissioners. Permission to withdraw men from crews of "through," "fast" and

"drag" freight trains was sought in the company's modification of the law. Granting of the application was vigorously fought by representatives of the Brotherhood of Railroad Trainmen.—*Cleveland News*.

### Illinois Race Riots Blamed on Employers

"Will the Hon. Theodore Roosevelt charge the Federation of Catholic Societies with 'offering an apology for the murder of the helpless?'"

This was his indictment of Samuel Gompers, when the president of the A.F. of L. said, in a New York speech, that the East St. Louis riots were caused by "the importation of cheap negro labor to compete with white labor."

This later view has been indorsed by the Federation of Catholic Societies at its convention of 400 delegates, who adopted this sizzling declaration in St. Louis, Mo.:

"The prosecution and punishment of the rioters is the treatment merely of the ulcer, not of the disease; of the prosecution and punishment of those who are less guilty than those who are responsible for the wholesale importation of the negro.

"The immediate and prime cause of these riots we charge against the conscienceless and soulless corporations of East St. Louis who encouraged the wholesale importation of negro labor for the nefarious purpose of replacing white labor and who thereby caused a sudden, violent, unjust and oppressive change in the economic position of the white population of East St. Louis.

"We charge that there is sufficient evidence to prove that certain industries in the city seek to frustrate every legitimate effort of laboring men to organize for their own protection; that men have been discharged and blacklisted for no other reason than that they asserted their right to unionize. We charge that the importation of the negro was intended primarily to combat labor organizations, and to reduce men to unorganized helplessness, and to acceptance of starvation wages. We charge that the cotton fields of the South were leased by northern capital, which let them lay fallow, and thereby forced unemployment on the negro and

his migration northward, where he was used in the nefarious plot of replacing the white man.

"We therefore condemn capitalistic industries of the city as the prime and immediate cause of these riots."—*Weekly News Letter*.

### Accidents Among Green Hands

"How do you enforce safety rules on men who are just naturally careless?" asked a Pennsylvania Railroad man last week at the big safety congress in New York.

"Fire em," answered the man from the Illinois Steel Company, who had just reported a reduction in one year of 57 per cent of accidents causing a loss of seven days or more.

"Fire 'em!" repeated the railroad man in astonishment. "If a safety man on the Pennsylvania Railroad recommended firing a man this year, he'd get fired himself."

Thus at the first general session of the sixth annual congress of the National Safety Council, the keynote of the congress, in a way, was struck. It was evident to every one who has attended previous meetings that this year a new idea was cropping out in the discussions of safety—the labor turnover and its relation to accidents. This was down on the program in three different places, it appeared several times more under a slightly different name, and in nearly every session there was active discussion of the relation of the new man to accidents, or the subject of hiring and firing was frankly debated on its merits, wholly regardless of the question of shop safety.

The Cambria Steel Company a few years ago found that a man who had been employed less than thirty days was twelve times as liable to accident as the man who had been there longer. T. H. Carrow, safety inspector of the Pennsylvania Railroad, reported that, with the highest turnover on record on American railroads, accidents to employees are increasing, and he predicted that the situation will not be improved as long as the present scarcity of labor continues. It was complained that of new men hired

some quit at noon of the first day, others at night, and a majority on or before the first pay-day. This was explained in part by a man from the Union Pacific, who said that a man is generally dead broke when he gets a new job and often enough he quits just to get his pay. To meet that difficulty, some of the roads advance credit at their eating houses.

Proposals for meeting the situation were many and varied. A physician from the Norton Company, of Worcester, Mass., stated that the physical examinations he had conducted showed that 90 per cent of applicants for work are in some way physically defective. The most shifting class, he declared, are the physically sound. He recommended job analyses, therefore, to afford data for intelligently placing defective men.

The proposals that stood out over all others were those directed toward meeting the necessities of the men and thus affording satisfaction in the job. A. T. Morey, of the Commonwealth Steel Company, advocated the eight-hour day. Howard Elliott of the Los Angeles and Salt Lake Railroad, recommended more direct dealings with the men, the imparting of knowledge of the financial and business facts of the business, opportunity to discuss grievances, provision for amusements, good housing and regular increases in pay, according to length of service.—*The Survey*.

### Arbitrary Mill Owners

The Los Angeles, Cal., *Citizen*, official paper of the local trade union movement, calls attention of daily newspapers to the fact that 600 Los Angeles organized mill workers are on strike and that their employers have rejected recommendations by federal and state mediators.

The *Citizen* asks what would happen if the mill workers took this position. Also, would the local Merchants' and Manufacturers' Association pass resolutions?

The federal mediator recommended a 12½ per cent wage increase and the gradual introduction of the eight-hour day.

The Mill Owners' Association replied that it "has no power to act as a body" on this matter.

"But it is quite apparent the Association," says the *Citizen*, "has authority to act as a body to prevent the payment of living wages, to hold on to the nine-hour workday, and to perpetuate the miserable working conditions prevailing in Los Angeles."—*Garment Worker*.

### Excess Profits Scored

In defending the excess profits section of the new Federal Revenue Bill, Frank E. Packard, member of the North Dakota State Tax Commission, declares that excess profits "result in increasing the price of all commodities, promote inflation and speculation, invite the formation of trusts, monopolies and other dangerous combinations in restraint of trade, and diversely influence the money market by straining credit."

"This is not my judgment," he says, "but that of Dr. Arthur Sellwyn Brown, writing for the *Investment Weekly* of Wall Street, the successor of *Moody's Magazine* and the *Banking World*.

"Excess war profits are ethically wrong and economically unsound. They are obtained by coining the sacrifices of the great body of the people into money. They are a species of highway robbery wherein the victim, the common man, who pays the ultimate tax while engaged in a struggle for his life with the enemy, the footpad goes through his pocket."

The section of the revenue bill above referred to is based upon net incomes above \$5,000 of corporations, partnerships and individuals in trade or business over the average of 1911, 1912 and 1913—the pre-war standards—with a minimum exemption of 6 per cent of capital invested and the maximum exemption of 10 per cent.—*Garment Worker*.

### Hope of the Industrial Workers

BY TOM MANN

In a recent number of *Organized Labor*, in a thoughtfully written editorial, I noticed these words: "Men's minds are filled with delusions and illusions. Hence, it is so difficult—nearly impossible—to arrive at a common and mutual understanding."

The truthfulness of this statement is apparent everywhere, and on every subject. We are unable to agree upon the simplest propositions even when agreement would assuredly result in a direct benefit of a most substantial advantage. The many thousands of experiences through which we have had to pass plus the millions of experiences of our forbears, have not been sufficient to enable the inhabitants of any country to estimate correctly the wisdom of concerted action and resorting to it for the achievement of really great results.

The workers have been so slow that ages have passed and still we are incapable of guaranteeing to our children the plainest necessities of life. Workmen's wives in many millions of cases are mere drudges, working until ready to drop from exhaustion and rarely participating in any sensible form of relaxation, and are literally worn out 20 years before the more natural termination of life. We who belong to the organized workers' movement, and who have endeavored to secure a oneness of aim and object, amongst the workers, absolutely know that nothing stands between the whole of the workers and affluence, but this inability to agree upon simple propositions and stick together.

The power of government is great, but not so great as the power of the workers when they are able to demonstrate to themselves and the world that they agree over any particular subject. The power of the capitalists is great, but only because the workers are not in agreement as to what line of action to take on a given subject, and this absence of agreement it is that actually gives the capitalists the power they wield.

I am writing this article in Liverpool, England, for *Organized Labor* of San Francisco, U. S. A., and for two terrible years Europe has been engaged in the work of trying to destroy herself, and the slaughter is going on with the hottest fury, and lives are destroyed by the tens of thousands every week, and the maimed are so numerous that language fails to serve; and yet I calmly say that, according to my capacity to judge, working class opinion was never more favorable

to real advance than it is at the present time.

The many years of effort have not been entirely fruitless. We may not hope to agree upon many of the most vital questions that immediately affect us, but beyond doubt we already agree upon a number of important matters far better than we have ever done before. There is a mental alertness in many quarters that did not exist till just recently, and there is a determination and resolve that is truly exhilarating. Our special effort now in trade-union ranks is to make the unions "blackleg proof." It would seem to be much the same with you in the United States as with us here in Britain, almost the same plans to achieve the same objects. We are trying to get rid of the non-unionist element, by enrolling every worker in a union, and to weld the existing unions more closely and to prepare for action after the war.

The war will soon close, the hour is approaching when labor men will be tested as never before, and here at any rate drastic action will be taken. We shall yet live, the end of all things is not at hand, but the end of wage slavery is really drawing nigh. To be in this war of abolishing class domination and throwing off many of the shackles that have hindered our progress is at any rate to live to some really good purpose.

Brethren of America, I salute you, and the women and children equally. Here's to the "cause" yours, ours, and that of the world of labor. —*Seattle Union Record.*

#### U. S. Food Administration to the Labor Men

The following special article for labor papers comes to *The Searchlight* from the U. S. Food Administration at Washington:

The Food Administration at Washington has now perfected its organization for the control of commodities while they pass through the hands of large manufacturers and merchants. A comprehensive licensing system practically eliminates speculation, hoarding or profiteering on a large scale. But the farmers and small retail merchants are not regulated under this licensing system, and here is where

the cooperation of the public is required to secure the benefits of Food Administration along democratic lines.

Uncle Sam does not propose to interfere directly with the daily routine of the household or small store, except through cooperation on democratic lines. Food Administration, therefore, calls not only for food saving by every American, but for intelligent purchasing of food supplies from day to day and refraining from hoarding. The machinery for stabilizing prices on flour, bread, canned goods, cold storage products, and other basic necessities of life, is now in operation. The retail merchants are expected to buy only such supplies from week to week as will take care of their customers, just as the flour miller and bread baker are required to limit their production to what is actually necessary to take care of the people they serve. To buy more than one needs is not only unjust to others, but bad business for the person who endeavors to gain something in this way. It is largely excess buying and hoarding by housewives, moved by fear of scarcity or higher prices, that has raised prices in the past, and this evil the Food Administration is trying to overcome. Therefore, buy only for own requirements, help keep the flow of food commodities sane and stable, help your retail merchants in their efforts to take care of your needs, and if you find any disposition in your community to get into a panic about food articles, or either to charge or pay unreasonable prices, understand that this is contrary to the real purpose of Food Administration, and that it is your duty as a citizen to oppose it, and also that if the aggregate of such local fears and overcharges grows large enough to reach up into the manufacturing and wholesale trades, which are under Food Administration licenses, this licensing system will stop it—for that is precisely what it was designed to do.

#### Peaceful Adjustment of Labor Difficulties

Differences of opinion are sure to exist as long as men continue to do their own thinking. These differences are found not only between various groups, but within the organizations, including labor

unions. Freedom of thought is one of the characteristics of voluntary organizations which distinguishes such bodies from a one-man machine, and is found in every group permeated with the spirit of democracy. The right to champion one's opinion, like all other rights, must be exercised within reasonable bounds or it destroys itself. Again, the problems of an organization are magnified in proportion as its power and influence increase. Thus, the adjustment of differences arising within and between labor unions is one of the problems that taxes the skill of our best minds.

Within the modern trade union movement there is a growing determination to bring about mutual agreement without doing unnecessary damage to either party. The trend is away from costly warfare, and toward beneficial co-operation of all those whose interests are interdependent. In the accomplishment of this purpose we employ such methods as mediation, conciliation, and arbitration. Their employment has produced gratifying results, and their broader application can bring only greater benefits.

When groups that should work together find their interests conflicting, there is a tendency to snap judgment and hasty action. After a while, one or the other—or perhaps both—discovers its attitude to be erroneous. Then, there comes a willingness to retrace, but friendly feeling is destroyed and means of communication are broken. In such cases an offer of mediation is salutary. The mediator bridges the gap, re-establishes friendly relations and reconciles their differences.

Should the mediator find obstinate differences that are incapable of adjustment by the parties to a controversy, he can again make himself a factor in the situation by his efforts through conciliation. By his friendly counsel, he can soften hostility and win the contending parties over to the practice of fairness and reason. In either case, however, these methods contemplate a person who is in sympathy with the aims of both parties to a dispute, but partial only to a settlement founded on justice.

With arbitration the situation is different. The arbitrator is a disinterested

party who is presumed to have a judicial mind. He should not be in sympathy with either side.—*St. Louis Union News.*

### U. S. Ownership of Roads

Government ownership of railroads is one cure for the ills of the American railroads in the opinion of Frank A. Vanderlip, president of the National City Bank of New York.

Under present conditions, Mr. Vanderlip advocated repeal of the Sherman law, so far as it applied to railroads. The roads must be allowed to combine, he told the Commission, and he predicted that the increasing troubles of the carriers would force permission for such consolidation.

A combination of transportation properties based on the scheme of the federal reserve bank system was his suggestion for remedy that might be tried, with representatives of the government, labor and the public on the railroad boards.

Either the roads must be free to try again the economy and credit advantages of pooling laws and combination, or government ownership was inevitable, he said.

Mr. Vanderlip said, in illustration of the decreasing confidence in railroad securities, that he himself shunned such investments now and had ordered the National City Bank to carry as little as possible.

Paul M. Warburg, vice governor of the federal reserve board, the other financial witness called by the Commission for his information, testified it was his opinion that the government should fix prices and wages, too.

The mere 15 per cent increase or more—and as much as 40 per cent has been asked—would serve only to perpetuate a vicious circle of rate raises and labor raises, and the only way to break that vicious circle, he told the Commission, was through full government control of prices and wages.

Clifford Thorne, counsel for most of the shipping interests opposing the rate increase, succeeded badly in his cross-examination of Mr. Vanderlip. The latter openly refused to answer a number of questions because he considered them traps in which his figures could be juggled.—*Cleveland Plain Dealer.*

# THE JOURNAL

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DECEMBER, 1917

## Thanksgiving, Christmas, The New Year

Having gathered in various groups in November, in accordance with the mandate of the President's Proclamation, to give thanks for what benefits we may feel have been vouchsafed us in the past, it is our province now to turn our attention to the day when all the world honors and reveres the name of the Child in the Manger, who gave the great promise to the world, and laid down the Golden Rule for our moral guide. And in conformity therewith let us do the gracious things that these precepts engender, ask for the "forgiveness of our trespasses as we forgive those who trespass against us," bury our evil thoughts, if we have any, and demonstrate our goodfellowship with all of the human family who will meet us on common ground when approached with the smile and hand of goodfellowship, as Robert Louis Stevenson said: "There is an idea among moral people that they should make their neighbor good; but, to my mind, I have to make myself good,

and my neighbor happy." This is example vs. precept, much harder to practice, but vastly more efficacious in its influence for higher morals and closer unity of the human family.

While Christmas is primarily a children's festival, yet it is essentially a time for kind deeds and tokens of love. The real spirit of Christmas is demonstrated in the home with loving kindness, in our greetings with all we meet, and in our efforts to give the orphan, the sick and needy that which gives them some of the pleasures of the season—hope and confidence in the future; and notwithstanding the pain and loss the year has brought, we shall find the Christmas joy just in proportion as we give to kindle it in other hearts. Gentleness and cheerfulness are the perfect moral duties that tend to cement the human family into a common unit of well doing.

As the year 1917 draws to a close it would be well for all to review our own share in making it up to our standard, and to consider what share we have taken in pushing the things needful in human affairs we may think are not just what we would have them. Have we all concluded, as Philip Brooks said, that "we have got to learn what every noble man has always to learn, that no man becomes independent of his fellowman except in serving his fellowman?" Influence never dies; every act, look and word, exercises an influence on some one. Have we individually set the best example that is in us, to help on the great work the B. of L. E. is trying to accomplish? Do we remember that every man must stand erect, and not be kept erect by others if we win success? That each one must willingly do the thing, or at least help to do the thing, we think should be done, and not leave the real work to others, and then complain of failures which might have been successes with our help?

In our war activities, the man who stands aloof and does nothing to help, and who fails to register his willingness, is classed as a slacker, a very serious and uncomplimentary title, while the nation is calling for solidarity in its defense.

The same thing may be said of labor, which is expected to do its utmost for

our country, and at the same time defend itself from the encroachments of self-interest, which would deny to it its equitable rights. There are men willing to remain outside of the union which represents their calling, assisting our opponents, while they accept the benefits accruing from our diligence and sacrifices, though perhaps thoughtlessly.

May we not by a touch of fellowship show these men that a united effort is necessary to retain the things they have enjoyed without effort, and induce them to see their duty, and join the ranks heartily as good workers in the common cause?

The JOURNAL will be conducted on the line of the greatest good to the greatest number, as it always has been, with the B. of L. E. its first thought, and we hope that from now on greater energy may be exercised by every individual member for a greater and better protective condition in this period of its greatest need.

With this hope and faith in our great family of co-workers, we extend to all members and all our readers a merry Christmas season, and a wish that the new year may bring unlooked-for health, happiness and prosperity!

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#### 1917 Income Tax Law

The new 1917 Income War Tax Law, approved Oct. 3, 1917, should interest every member of the B. of L. E., as the law provides that every unmarried individual whose income from all sources amounts to \$1,000 or more, and every married individual whose net income amounts to \$2,000 or over, must file a return to the district revenue collector, not later than March 1, 1918.

This means that an unmarried engineer whose earnings or income averages \$20 per week, and those married and supporting a family, whose income averages \$40 per week, must make a return stating the amount of his income to the revenue collector.

The importance of the performance of this requirement is evidenced by the penalty fixed in the law which prescribes that "whoever refuses or neglects to make such return, or to supply such information at or before the time specified

in each year, shall be liable to a penalty of not less than \$20 nor more than \$1,000; and whoever makes any false or fraudulent return or statement with intent to defeat or evade the assessment required by this law, shall be guilty of a misdemeanor, and shall be fined not exceeding \$2,000, or be imprisoned not exceeding one year, or both, in the discretion of the court, with the cost of prosecution."

While the return is not made until early in 1918, every member should know at the end of the year 1917 just what his income has been, and be ready to make his return promptly.

It is our impression that the 1916 law, not repealed, but amended, requires a report from the employer of all salaries exceeding the amount exempt, which under the amended law is: "For unmarried men \$1,000, married men supporting a family \$2,000; but in making returns there may be added to this exemption state and county taxes, and gifts to religious, charitable, scientific or educational purposes, or to societies for the prevention of cruelty to children or animals, if verified, and a further exemption of \$200 for each dependent child."

With the exemptions in addition to the one and two thousand dollars for single and married, the tax will be very nominal for members of the B. of L. E., and it is a war measure to supply the extraordinary needs of the Government, and we anticipate a willingness on the part of all members whose incomes put them in the class of income tax payers, to make the return and pay their share of the Government's needs.

It is estimated that the 1916 law found about 40,000 liable to income tax, while the 1917 law as amended is estimated to reach about six million people whose earnings put them in the taxable list to pay on incomes, ranging from a few dollars to 60 per cent of the great incomes, and while capital is made to divide liberally, we should all be willing to do our mite, pleased that we are in the class who are helping supply the needs of our own class who form the great majority of these doing the real war work, and assuming the risk of life for the welfare of the whole country.



### President Wilson's Address to the A. F. of L.

President Wilson, in an address before the A. F. of L. in Buffalo, on Nov. 12, pictured the patriotic needs of our people, of the unity of action necessary if we are to foster and preserve democracy for all the people, and in this sense said: "While we are fighting for freedom we must see among other things that labor is free; and that means a number of interesting things. It means not only that we must do what we have declared our purpose to do, see that the conditions of labor are not rendered more onerous, but also that we shall see that the instrumentalities by which the condition of labor is improved are not blocked or checked. . . .

"Nobody has a right to stop the processes of labor until all the methods of conciliation and settlement have been exhausted; and I might as well say that I am not talking to you alone. You sometimes stop the courses of labor, but there are others who do the same, but, from my own experience, I say that you are reasonable in a larger number of cases than the capitalists. . . .

Everybody on both sides has got to transact business, and a settlement is never impossible when both sides want to do the square and right thing; in fact, it is hard to avoid when the parties are brought face to face . . . We are the same clay and spirit, and we can get together if we desire to do so."

After alluding to and condemning the Kuklux band of black-robed "Knights of Liberty" who tarred and feathered laboring men in Oklahoma, he said:

"There are some organizations in this country whose object is anarchy and the destruction of law—but a man who takes the law into his own hands is not the right man to co-operate in any form of government of law and institution, and some of the processes by which the struggle between capital and labor is carried on are processes that come very near to taking the law in your own hands. . . . There are various processes of the dilution of labor—the unnecessary substitution of labor, and bidding in dis-

tant markets, and unfairly upsetting the whole competition of labor, which ought not to go on, I mean on the part of employers, and we must interject into this some instrumentality of co-operation by which the fair thing will be done all around. I am hopeful that some such instrumentality will be devised—but upon every occasion where it is necessary to have such an instrumentality, originate one upon that occasion if necessary."

In closing his address he said: "I have come away from Washington to talk to men who are up against the real thing and say to them I am with you if you are with me, not with me personally, but with me in sustaining the power and dignity and hope of the United States."

The address as a whole is worthy of study and thought. The President is constantly dealing with the selfishness that prevents the fulfillment of that democracy which stands for the rights and liberties of all the people and prevents the culmination of the thought that runs through his whole address, "The co-operation of all groups in a common enterprise which is to release the spirit of the world from bondage."

It bears evidence of the need of organized self-defense, not for any vindictive purpose, not to demand that which is not just, but to be in condition to demand that which is just; the President's address and the trend of present events bear evidence that labor must be prepared for future events which will call for a oneness of purpose if we are to maintain the standards established through years of effort, and in this sense we would like to know that every engineer is giving this important subject a thought, and getting his mind fixed upon how much co-operation he is to give his class in creating and maintaining conditions desirable for him, and for those who look to him for the means of right living, schooling and the comforts of life.

### The Attitude of American Labor

The London, England, *Daily News* says: "There has been nothing more impressive since the United States entered the war than the attitude and demeanor of

American labor; the working men and women of the United States have displayed the practical patriotism which is the supreme test and proof of American earnestness and American unity." A very high compliment from abroad, and labor here will appreciate the encouragement it gives them in well doing and loyalty. John Hill, fraternal delegate from the British Trades Union Congress, attending the A. F. of L. Convention at Buffalo, said: "British trades union men had looked long and anxiously toward America . . . The name of President Wilson is held in high esteem among us in Great Britain, and it is heartening to find you are working hand-in-hand with him and avoiding some of our early mistakes."

Lieut. Francois Monrod, member of the French Commission, in addressing the Convention said: "Nothing more impressed the French people than the bond of trust that existed between the people of this country and President Wilson."

Many telegrams were received from all parts of the country congratulating President Gompers, of the A. F. of L., for the steps taken to eliminate strikes, but not from the class that ought to appreciate the part organized labor is taking, who would regulate, instead of praise. Many of them think the President lowers his dignity when he delivers an address to representatives of 2,000,000 of these people praised by the *London News*, while the same paper praises him for his courage and diplomacy in doing it.

While organized labor is being asked to restrain itself from demands for wages in keeping with the cost of living created by hoarding and excess profits, our newspapers are reporting 500 cars of potatoes freezing and rotting on the tracks in the West to boost the price, and that a like number of cars of sugar were discovered in Buffalo, in packages, to hide and hold, to boost the price, while the people were restricted to the purchase of one and two pounds, on the ground of scarcity of sugar, and at the same time cold storage houses are groaning with all sorts of needed commodities in order to gather in exorbitant profits.

The President said in his address to the

class praised by the *London News* that "there are various processes of the dilution of labor, and the unnecessary substitution of labor, and bidding in distant markets, and unfairly upsetting the whole competition of labor, which ought not to go on," and millions of our people will agree with him, and they will agree that the commercial unfairness and enforced profits ought not to go on. It is not only harmful to the interests of the Government, but is entirely out of harmony with the loyalty this class are so free to demand of the millions praised by the *London News*.

The President said: "I am with you if you are with me," and that was evidently meant to apply to all of the American people; but it is evident they are not all with him, for to be with him as the representative of American interests, all Americans of whatever class must learn and practice the principle that the interests of the Government cannot be fostered as a common unit while any factor of it is permitted to exploit any other factor for its own profit.

What we need, and need badly, is to have some of the millions who are really with the President, put on commissions, with power to regulate profits to that of a reasonable, nominal, and loyal level, and by lowering the cost of living do away with most of the reasons for labor's demands, and turn the excess profits into Government channels to help fight its battles.

Labor will not be found to be a slacker in its efforts to sustain the Government, if it is given a fair chance; but it will not go hungry and keep the peace while the few are getting rich on abnormal profits.

### The Recent Chicago Strike

Under the above heading a writer in the Technical Department of the September JOURNAL discussed the strike and its possible consequences, in which he said that "they acted without the sanction of their organization," evidently basing his statement on the fact of a telegram appearing in the press addressed to the vice president in charge at Chicago: "You will be governed by instructions

contained in letters of July 23 and 26. As I stated in my letter of the 23rd, I cannot give you authority to declare a strike of yard members of the Brotherhood of the Chicago district at this time," and owing to the fact that the Executive Board of the B. of R. T. has issued a special circular, No. 63, declaring that the strike was legal under their law, we take this opportunity of correcting any mistaken impression which may have emanated from the article in the September JOURNAL.

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### Federal Control of Railroads

There is much talk of the need of Federal control of the railroads, probably similar to that of the English government. This would no doubt advance the efficiency of the railroads to supply the extraordinary needs in consequence of war. In England a general manager of all the railroads was appointed. The owners of the 43 roads kept their property, the government guaranteeing the proprietors that their net income should be the same as in 1913, and an additional allowance for additional interest on new investments and expenditures made necessary by the war. The competition between roads was swept away, and as we understand their government control, all traffic is routed the shortest way, regardless of what road owns the car in which it is loaded. Consequently the cars mostly take loads both ways, causing a very large increase in capacity without increase in number.

While this condition may come to the American roads, we do not think the employees will be particularly pleased to have their liberty of contract abridged by such a process, though not necessarily harmful while the war lasts. If our Government does as that of England did, it will give a bonus to meet increased cost of living, though never enough. The railway men there got their first bonus in February 1915, which was revised and increased before the end of the year; again in 1916, and again in April 1917, always made on petition of the organized members; but the conditions of 1913 remain to govern the conditions with the

various railway companies when the war is over. With this realization in mind the organizations in train service in England have grown amazingly. They realize that all the strength they can possibly muster will be necessary to defend their class, and maintain or advance in keeping with their real needs.

The new labor demands seem to give the major incentive to the contemplation of Government control by taking over the roads, but we would much prefer to see the roads join in a pool with a directing head, and leave the employees in full possession of their rights to negotiate for remuneration in harmony with the needs the war has created, which can not be expected when the employees are restricted, as they naturally would, with service under the Government direct. We hope that will not come, but that a liberal plan may be adopted if any is necessary.

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### Editorial Thoughts

Some men's obligation to an Order is taken more as a formality than as a real testimony that they will do all that the obligation requires of them.

Men are prone to find fault and criticize, sometimes with good reasons, but usually they are not so constituted that they can set a wise example, or do the things better than that which they criticize.

Some find fault with the privilege earned by priority in and length of service, who seem unable to put themselves in the other's place, and estimate what they would do under like circumstances.

Sacrifice of one's earned rights for the benefit of those less fortunate, is unquestionably commendable, as all charitable acts are; but if every one gave away all that he had won by faithful service, the incentive for faithful and energetic effort would wane with it. He who works faithfully and diligently to attain an honorable and desired object, deserves to retain it, if he chooses to do so.

The character of men who compose the real strength of an organization are those who are actuated by the law gov-

erning it, and act out the spirit of the co-relations and common welfare of the body as a whole, and when sacrifice is necessary to help those in need he is obligated to assist, never hesitates to do so if it is within the bounds of reason, and his possibilities.

### Links

THE Union Building, picture of which appears herewith, is the property of the members of the four train service organizations located at Hamlet, N. C.

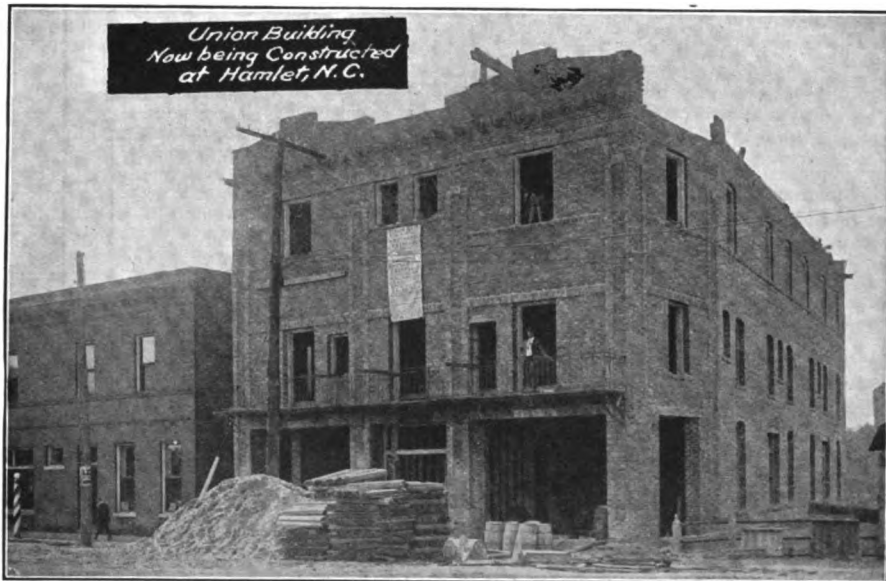
This building, which is nearing comple-

mented his Division at the Memphis and Columbus conventions, and his Brotherhood friends as well as many others wish him well in his new field of labor.

Faternally,

A BROTHER.

It is with much pleasure that I report to you the recent promotion of Brother P. D. Marsh of Division 690, to the position of road foreman of engines on the Baltimore and Ohio Railroad, with jurisdiction over the W. Va. and P. divisions of the Monongah division, with headquarters at Weston, West Virginia.



tion, is being financed by stock sold to members of the four Orders located there only, and it speaks well for the mutual interest existing between the men of the different organizations at that point.

The building, we are told, is already rented, and it is believed by those who are promoting the movement that it will prove a good financial investment as well as tend to promote a spirit of brotherhood, which in itself is an asset not to be overlooked.

EDITOR.

BRO. W. F. HOCKADAY, of Div. 461, has enlisted in the Russian Railway Contingent, with rank of First Lieutenant. Bro. Hockaday has been a member of the B. of L. E. for a long time, and repre-

Brother Marsh was local chairman of the general committee at the time of his appointment, which meets with the hearty approval of the members of Div. 690, who wish him success in his new position, and all agree that he is bound to succeed if he is as loyal to the B. & O. as he has ever been to Div. 690.

Faternally yours,

W. T. MORGAN,

Ins.-Sec., Div. 690.

BRO. GEORGE W. WHEETLY, member of Div. 19, Bloomington, Ill., and his good wife, celebrated their fiftieth wedding anniversary on Oct. 3, 1917, a period of wedded life vouchsafed but few couples who joined heart and mind "for better or

worse," and gladly repeat the vows of fifty years ago, still in health and enjoying happy home life.

Brother Wheately was a member of the C. B. & Q. General Committee of Adjustment in 1887-8, of which the Editor was a member.

Brother Wheately was an earnest worker for the cause, lost his position with the rest of that loyal number in the greatest battle in the history of the B. of L. E., and we assume that our membership will join the JOURNAL in wishing them every good thing needful for their happiness, and many returns of the eventful anniversary of their wedding day. C. H. S.

BRO. GEORGE W. TEASDALE, member of Div. 794, recently with a gold mining company in old Mexico as a mechanical official, left Mexico because the Mexican Government prohibited the export of gold bullion, and took a position as General Foreman with the Root & Van Deventer Corporation, East Moline, Ill., in their heavy ordnance department. The company has a long contract for making large cannon, shells, and do general machine work, and as the company is in need of machinists in a new shop and up-to-date tools, possibly some of Brother Teasdale's old acquaintances may find a good berth with him in his new position. He has been around the country much, and many must know him and those that do will recognize his ability, and as a member of the B. of L. E. may be assured of the right kind of treatment so far as he is personally concerned.

The JOURNAL wishes him good luck in his new position. Address G. W. Teasdale, Box 424, East Moline, Ill.

EDITOR.

THE following letter was recently received by Bro. William K. Wright of Div. 465:

THE PENNSYLVANIA RAILROAD COMPANY  
Office of Superintendent Renovo Division

ERIE, PA., Oct. 26, 1917.

Mr. William K. Wright  
Engineman

Dear Sir: Under the rules of this Company you will retire from active duty

October 31, 1917, after a service of 48 years, marked by faithfulness and loyalty. This opportunity is taken to congratulate you upon being accorded a place on the Honor Roll, and I trust you may live many more years to enjoy the fruits of your past labors.

Respectfully,  
(Signed) E. B. JOHN,  
Superintendent.

THE regular Fifth Sunday Meeting of the B. of L. E. of the Pennsylvania Lines east of Pittsburgh and Erie, was held in Technical High School Building, Harrisburg, Pa., Sunday, Sept. 30, in two sessions.

The morning session was called to order at 9:30 a. m. by the chairman, C. S. Reeves, of Div. 74, of Harrisburg, Pa. The meeting was opened with prayer by Bro. H. Miller, of Div. 74. Bro. Wm. Park, General Chairman of the Pennsylvania Lines east of Pittsburgh and Erie, responding to a call from the chairman, gave a very clear outline of the whole eight-hour movement, as well as the results of its practical application, that was listened to with close attention by all present. Vice General Chairman J. W. Moyer followed with some good advice and a review of the past successes of the B. of L. E. His remarks were well received. Local chairmen of several Divisions were present, and among those whose remarks contributed to the interest of the meeting were Bros. E. N. Hill, of Div. 108, and J. A. Lewis, of Div. 787. The morning session then adjourned.

The afternoon session began at 2:30. The meeting was called to order by Bro. C. S. Reeves, and opened by prayer by Bro. H. Miller, of Div. 668. At this session many important questions were discussed, and several interesting papers were presented.

Among those present were Brothers Amigh and Masterson of Div. 287, Bro. J. C. McCormack, acting chairman of Div. 325, and Bro. R. C. Fern of the same Division, Chairman of Legislative Board, Bro. Thomas Joiner of Div. 22, Brothers Connelly and Seager of Div. 52, Brothers Godfrey, Foster and Hertzler of Div. 74.

After several spirited debates on various

subjects of interest, which did much to enliven the occasion, a rising vote of thanks was tendered to the local Divisions of Harrisburg for the courtesies shown to the visiting Brothers, as well as for the general success of the meeting to which the Harrisburg men by their untiring efforts had contributed so much; five States, together with the District of Columbia, being represented.

Bro. Graham, organizer of Washington, D. C., who by the way, has been vigorously working in the eastern section of the Pennsylvania System by bringing a number of new members into the various Divisions, and particularly Div. 287 of Altoona, which has initiated close to a half hundred in the present year, was also present and is a most welcome Brother at any and all meetings of the various Divisions of the B. of L. E.

The city of Philadelphia was selected for the next regular fifth Sunday meeting of the B. of L. E., which will be held December 30th, 1917, and the local Divisions of Philadelphia extend a most cordial invitation to each and every member of the B. of L. E., of the Lines East of Pittsburgh and Erie, and all other lines.

E. A. MCCONNELL, Div. 287.

Sec. Union Meeting.

### SPECIAL NOTICES

**SOC. 85.** It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Secretary-Treasurer of their Division immediately:

228—Edward Selsted.



Bro. Peter R. Hume, of Div. 421, 51 years old, about six feet one inch in height; weight about 200 pounds, well built, dark complexion and blue eyes, has been missing from his home since April 24, 1917. Any information leading to his whereabouts will be thankfully received by Mrs. P. R. Hume, 260 Sumner Place, Buffalo, N. Y.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Cleveland, O., Oct. 5, cancer, Bro. F. Chippinger, member of Div. 3.

Toledo, O., Oct. 12, Bro. D. McMillan, member of Div. 4.

So. Pasadena, Cal., Oct. 16, kidney trouble, Bro. R. Robertson, member of Div. 5.

Crawfordsville, Ind., Oct. 15, complications, Bro. John H. Shaw, member of Div. 7.

Slater, Mo., Oct. 11, heart trouble, Bro. Thos. S. Harvey, member of Div. 8.

Portage, Wis., Oct. 24, Bright's disease, Bro. Peter McCabe, member of Div. 13.

Pittsfield, Mass., Aug. 17, kidney trouble, Bro. Geo. Ehle, member of Div. 14.

Canandaigua, N. Y., Oct. 13, internal injuries, Bro. Jasper J. Kinnan, member of Div. 18.

Rochester, N. Y., Oct. 4, cancer, Bro. Warren A. Hulce, member of Div. 18.

Bloomington, Ill., Nov. 1, killed in wreck, Bro. C. S. Conklin, member of Div. 19.

Hornell, N. Y., Nov. 7, heart failure, Bro. O. C. Walthers, member of Div. 47.

Hornell, N. Y., Oct. 30, paralysis, Bro. Chas. Hunt, member of Div. 47.

Ogden, Utah, Nov. 8, Bro. John E. Carney, member of Div. 55.

Providence, R. I., Nov. 10, heart trouble, Bro. Henry I. Lane, member of Div. 57.

Hudson, N. Y., Oct. 15, bladder operation, Bro. Jas. Armstrong, member of Div. 59.

Somerville, Mass., Oct. 14, dilatation of heart, Bro. Joseph A. Taylor, member of Div. 61.

Wilmington, Del., Oct. 13, killed, Bro. Edward B. Clark, member of Div. 75.

Marquette, Mich., Oct. 15, cancer, Bro. John O'Neill, member of Div. 94.

Chicago, Ill., Oct. 23, killed, Bro. S. E. Wright, member of Div. 96.

Chicago, Ill., Oct. 23, killed, Bro. A. Cameron, member of Div. 96.

Aurora, Nebr., Oct. 18, angina pectoris, Bro. Chas. E. Finch, member of Div. 98.

Laramie, Wyo., Nov. 1, general breakdown, Bro. Chas. A. Reals, member of Div. 103.

Laramie, Wyo., Oct. 18, boiler explosion, Bro. Edward H. Cummings, member of Div. 103.

N. McGregor, Ia., Sept. 17, injuries, Bro. Andrew Schaner, member of Div. 119.

Clinton, Ia., Oct. 26, tetanus, Bro. Wm. Thompson, member of Div. 125.

Jersey City, N. J., Oct. 5, fractured skull, Bro. Frank W. Peckman, member of Div. 157.

Carbondale, Pa., July 4, Bright's disease and stroke, Bro. Warren Ellis, member of Div. 166.

Cleveland, O., Oct. 8, cancer, Bro. H. M. Eastman, member of Div. 187.

Syracuse, N. Y., Oct. 29, heart trouble, Bro. David Kelly, member of Div. 169.

Little Rock, Ark., Oct. 24, nephritis and arterio sclerosis, Bro. M. W. Campbell, member of Div. 182.

Stratford, Ont., Oct. 28, Bright's disease, Bro. Thos. Burr, member of Div. 188.

El Paso, Texas, Oct. 31, heart failure, Bro. P. R. De Courcey, member of Div. 192.

Bridgeport, Ala., Oct. 17, Bright's disease and organic heart disease, Bro. R. W. Martin, member of Div. 198.

E. Hartford, Conn., Nov. 3, Bright's disease, Bro. David Nicoll, member of Div. 205.

Smyrna, Ga., July 23, Bro. S. Wooldridge member of Div. 207.

Springfield, O., Oct. 6, blood poison, Bro. John Swartz, member of Div. 208.

Durango, Colo., July 30, stomach trouble and operation, Bro. R. E. Newell, member of Div. 209.

Chama, N. M., July 15, killed, Bro. W. F. Edwards, member of Div. 209.

Pocatello, Idaho, Oct. 3, hardening of arteries, Bro. J. H. Hiler, member of Div. 223.

The Dalles, Ore., Sept. 18, Bro. W. W. Lowden, member of Div. 236.

Norfolk, Nebr., Oct. 15, diabetes, Bro. A. E. Schram, member of Div. 268.

Scranton, Pa., Oct. 11, pulmonary embolism, Bro. C. Q. Dennis, member of Div. 276.

Los Angeles, Cal., Oct. 23, meningitis, Bro. Jas. Kilmartin, member of Div. 279.

Benton Harbor, Mich., Sept. 4, uremic coma, Bro. A. E. Geary, member of Div. 286.

Grand Rapids, Mich., Sept. 22, pneumonia, Bro. Wm. Smith, member of Div. 296.

Superior, Wis., Nov. 9, diabetes, Bro. James J. Ryan, member of Div. 290.

Middletown, N. Y., Oct. 27, back broken, Bro. Wm. H. Herlihy, member of Div. 292.

Hot Springs, S. D., Nov. 5, chronic Bright's disease, Bro. E. M. Gordon, member of Div. 303.

Jacksonville, Fla., Sept. 2, kidney trouble, Bro. S. C. Thornton, member of Div. 309.

Clinton, Ill., Oct. 21, Bright's disease, Bro. H. L. Moffitt, member of Div. 315.

Orange, Va., Oct. 21, killed, Bro. Frank Larmand, member of Div. 317.

Shreveport, La., July 30, injuries received in collision, Bro. J. H. Mulder, member of Div. 326.

Malden, Mass., Nov. 9, heart failure, Bro. F. A. Hall, member of Div. 330.

La Grande, Ore., Oct. 25, shock, Bro. John R. Oliver, member of Div. 362.

Catasauqua, Pa., Oct. 13, Bro. Alfred H. Freeman, member of Div. 376.

Buffalo, N. Y., Nov. 9, injuries received in wreck, Bro. John M. Loftus, member of Div. 382.

Duluth, Minn., Oct. 26, suicide, Bro. Arthur C. Farrar, member of Div. 396.

Milwaukee, Wisc., Oct. 22, paresis, Bro. J. M. Stanton, member of Div. 406.

Conemaugh, Pa., Nov. 3, acute gastric ulcer, Bro. A. R. Good, member of Div. 406.

Roseville, Cal., Oct. 29, pneumonia, Bro. Owen Kearna, member of Div. 415.

Brooklyn, N. Y., Nov. 9, Bright's disease, Bro. A. V. Ennis, member of Div. 419.

Northfield, Minn., Oct. 24, locomotor ataxia, Bro. J. F. McGraw, member of Div. 420.

Two Harbors, Minn., Aug. 31, acute endocarditis, Bro. J. W. Woodfill, member of Div. 420.

Tyrone, Pa., Oct. 26, paralysis and heart trouble, Bro. F. M. Fox, member of Div. 424.

St. Louis, Mo., Nov. 5, kidney trouble, Bro. Albert Wagner, member of Div. 428.

Albany, Ga., Sept. 23, dilatation of stomach, Bro. Thos. Ballard, member of Div. 449.

Millvale, Pa., Sept. 24, dropy, Bro. L. L. Owrey, member of Div. 452.

Pittsburgh, Pa., Nov. 8, pulmonary tuberculosis, Bro. Perry McKindley, member of Div. 452.

Harrisburg, Pa., Aug. 6, apoplexy, Bro. T. A. Crane, member of Div. 459.

Punxsutawney, Pa., Oct. 22, cerebral hemorrhage, Bro. H. L. Morehouse, member of Div. 466.

Chicago, Ill., Oct. 23, pneumonia, Bro. J. H. Baxter, member of Div. 519.

Chicago, Ill., Nov. 3, pulmonary tuberculosis, Bro. John Gould, member of Div. 519.

Chicago, Ill., Oct. 9, carcinoma of lung, Bro. J. W. Rupp, member of Div. 545.

Indianapolis, Ind., Oct. 23, paralysis, Bro. James Merricle, member of Div. 546.

Indianapolis, Ind., Oct. 15, heart trouble, Bro. E. W. Tripp, member of Div. 546.

Sapulpa, Okla., Aug. 16, head-on collision, Bro. Ed. Fogle, member of Div. 578.

St. Augustine, Fla., Nov. 3, auto accident, Bro. C. S. Phillips, member of Div. 590.

Cumberland, Md., Oct. 30, paralysis, Bro. E. E. Mower, member of Div. 640.

Brunswick, Ga., Nov. 2, cancer, Bro. Jas. Savage, member of Div. 649.

Columbus, O., Aug. 5, paralysis and mental disability, Bro. Harry V. Flum, member of Div. 651.

Minot, N. D., Oct. 22, abscess in head, Bro. Fred B. Brundage, member of Div. 695.

Binghamton, N. Y., Oct. 23, heart failure, Bro. Wm. L. Spaulding, member of Div. 709.

Muskogee, Okla., Oct. 14, dropy, Bro. F. L. Fuller, member of Div. 711.

Altoona, Pa., Nov. 9, heart trouble, Bro. Geo. B. Kay, member of Div. 730.

Denver, Colo., Oct. 16, boiler explosion, Bro. G. Clink, member of Div. 784.

Pittsburgh, Pa., Nov. 7, cerebral hemorrhage, Bro. H. E. Flahaven, member of Div. 745.

New Castle, Pa., Sept. 20, killed, Bro. Mathew Armstrong, member of Div. 757.

Las Vegas, Nev., Oct. 30, neurasthenia gravis, Bro. Geo. H. Brockman, member of Div. 766.

Clifton Forge, Va., Oct. 9, Bro. Wm. J. Kelly, member of Div. 784.

Lewiston, Maine, April 12, Bro. D. J. Curran, member of Div. 814.

Duluth, Minn., Oct. 10, spinal trouble, Mrs. J. M. Grimes, wife of Bro. J. M. Grimes, member of Div. 896.

Pueblo, Colo., Oct. 12, killed by auto, Mrs. Sadie Stanton, wife of Bro. M. J. Stanton, member of Div. 422.

Abbeville, S. C., Oct. 23, Mrs. G. W. Carroll, wife of Bro. G. W. Carroll, member of Div. 498.

Atlanta, Ga., Oct. 23, Mrs. A. G. Cason, wife of Bro. A. G. Cason, member of Div. 498.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 2—Wallace A. Robbins, from Div. 800.
- 3—A. C. Scott, from Div. 642.
- 44—W. W. Wellman, from Div. 206.
- Bert Vanderpool, from Div. 183.
- 50—J. B. Coughenour, from Div. 870.
- 74—Frank Note, C. F. Snyder, from Div. 459.
- 77—Frank C. Taylor, from Div. 589.
- 109—F. Smith, Geo. Quigley, from Div. 878.
- 131—C. J. Mason, from Div. 117.
- 134—J. H. Hadfield, from Div. 678.
- 156—L. T. Withers, J. A. Mulvaney, from Div. 478.
- 161—C. R. McMurray, from Div. 110.
- Wm. Bohrmeister, from Div. 664.
- 179—Geo. R. Frey, from Div. 264.
- A. J. Rose, from Div. 674.
- 186—Alfred Johnson, from Div. 88.
- 229—A. R. Smith, from Div. 708.
- 258—Fred A. Hunter, from Div. 168.
- 264—C. W. Teel, from Div. 776.
- 278—N. L. Green, from Div. 182.
- 302—W. A. Tipton, from Div. 208.
- 309—C. E. VanVlack, from Div. 536.
- 337—H. Warnaley, from Div. 747.
- 339—L. R. Bumgardner, from Div. 851.
- 351—W. J. Borden, from Div. 849.
- 373—Chas. W. Huggins, from Div. 109.
- 394—Harry S. Moore, from Div. 80.
- 418—Frank A. Brown, from Div. 87.
- 426—T. A. Buford, from Div. 215.
- 446—Geo. Sella, from Div. 371.
- 471—J. H. Shafer, from Div. 60.
- 478—D. M. Potts, from Div. 823.
- 485—John Crosby, from Div. 225.
- 487—C. J. Riley, from Div. 86.
- 510—Chas. Wedin, W. J. Grabbert, D. Graham, from Div. 828.
- 519—P. W. McIntyre, from Div. 153.
- 533—Frank L. Beaty, from Div. 434.
- 556—M. J. Brennan, from Div. 192.
- 580—Geo. D. Todhunter, from Div. 830.
- 584—C. W. Barton, from Div. 511.
- 607—A. R. Bain, from Div. 320.
- 604—E. Nevins, L. D. Courtemarch, from Div. 161.
- 634—J. Y. Landis, from Div. 339.
- 692—R. A. Peterson, from Div. 283.
- 711—Jas. H. Jackson, from Div. 251.
- 767—M. M. Lavelle, from Div. 171.
- 776—R. Anderson, from Div. 201.
- 786—D. J. Mullis, from Div. 210.
- 817—Arthur Purdy, from Div. 582.
- 832—J. V. Graham, from Div. 631.
- 855—H. B. Chadwick, Jas. Turner, P. J. Hurley, from Div. 817.

#### Into Division—

- 873—J. A. Michand, Chas. DesLisle, L. P. Deschamp, Joa. Cote, J. A. Castonguay, Ernest Plourde, from Div. 204.
- Paul Beurbe, C. L. Bourgois, from Div. 162.
- Albert Normand, J. F. Pelletier, from Div. 558.

### WITHDRAWALS

#### From Division—

- 37—W. C. Parsons.
- 159—C. H. Dixon.
- 173—Chas. B. Church.
- 254—E. R. Pearsall.
- 309—C. G. Arendell.

#### From Division—

- 338—Walter Wilder.
- 342—L. L. Mills.
- 514—H. S. Freeman.
- 661—Fred Mills.

### REINSTATEMENTS

#### Into Division—

- 7—Wm. Jarka.
- 8—R. M. Nugent.
- 29—R. F. Robinson.
- 63—N. W. Austin.
- 97—J. R. Sutch.
- 107—W. H. Grafton.
- 139—J. E. Cook.
- 183—Earl Steinwald.
- 190—R. A. Damron.
- 204—J. H. Pelletier.
- 225—E. J. Smith.
- 234—Noah Fouch.
- 262—J. L. Long.
- 277—F. L. McGrew.
- 351—L. R. Bumgardner.
- 369—Jas. Kane.
- 371—Geo. Sella.
- 386—Lawrence Stevens.
- 396—Chas. Leat.
- J. Gossard.
- 399—Albert English.

#### Into Division—

- 423—J. W. Clark.
- J. W. Miller.
- 451—Wm. Booth.
- 464—J. R. McClay.
- 536—C. E. Lundy.
- 529—Wm. Lewis.
- 548—J. R. Larimer.
- 568—F. Miller.
- 616—H. T. Dorsey.
- 680—P. G. Zimmerman.
- 689—A. H. Waddell.
- 706—A. R. Smith.
- 720—Edgar Priest.
- 756—L. M. Grasley.
- 758—O. J. Smith.
- 769—R. W. Burke.
- 773—F. C. Wood.
- 779—J. F. Nance.
- 790—Bert S. Brockway.
- 799—T. B. McCauley.
- 858—J. A. Harrell.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 252—W. H. Williams.
- H. E. Arnold.
- 678—Henry A. Miller.

#### From Division—

- 816—J. E. Williamson.
- 818—Thomas Sterling.

#### FOR OTHER CAUSES

#### From Division—

- 11—Geo. S. DeBurger, L. H. Nicholas, forfeiting insurance.
- 81—Geo. Rinehart, forfeiting insurance.
- 117—James M. Barr, forfeiting insurance.
- 177—A. Morris, forfeiting insurance.
- 183—L. E. Eitemiller, forfeiting insurance.
- 258—C. S. Alexander, violation Sec. 52, Statutes.
- 267—H. T. Ayers, forfeiting insurance.
- 346—John J. Main, unbecoming conduct.
- 371—Barney T. Green, forfeiting insurance.
- 399—E. A. Willis, forfeiting insurance.
- 452—W. A. Qualman, forfeiting insurance.
- 462—E. F. Herrin, A. T. Holt, L. W. Patterson, forfeiting insurance.
- 485—P. L. Ford, forfeiting insurance.
- 582—Chas. F. Edgar, violation Sec. 52, Statutes.
- 609—Geo. Sterling, forfeiting insurance.
- W. T. Hanson, not corresponding with Division.
- 717—S. M. Bonds, forfeiting insurance.
- 761—J. G. Weeks, forfeiting insurance and failing to correspond with Division.
- R. H. Toombs, Jules Henry, forfeiting insurance.
- 769—Robert Pate, forfeiting insurance.
- 783—John H. Duncan, forfeiting insurance.
- 851—W. H. Allison, violation Sec. 53, Statutes.
- 853—P. T. Dowd, forfeiting insurance.

The expulsion of Wm. Gardner from Div. 427, which appeared in September JOURNAL, has been ordered erased from the Grand Office records by G. C. E.

The expulsion of C. D. Kinniard from Div. 829, which appeared in the April JOURNAL, has been declared illegal by the G. C. E.



## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 552-556

## SERIES P

OFFICE OF ASSOCIATION, ROOM 1126 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Dec. 1, 1917.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
474	Frk. W. Peckham.	37	157	Jan. 5, 1908	Oct. 5, 1917	Killed.	\$1500	Kathe'ne Peckham, w.
475	David McMillan.	71	4	Nov. 4, 1880	Oct. 12, 1917	Mitral stenosis.	3000	Mary A. McMillan, w.
476	T. W. Atkins.	72	156	Nov. 29, 1887	Oct. 13, 1917	Endocarditis.	3000	Bertie Atkins, w.
477	Ed. G. Boyer.	50	71	Jan. 26, 1903	Oct. 7, 1917	Carcinoma of stomach	3000	Ida D. Boyer, w.
478	Thos. Butler.	51	2	May 4, 1902	Oct. 7, 1917	Mitral insufficiency.	750	Gertrude Butler, w.
479	Geo. F. Brown.	55	761	Feb. 26, 1883	Aug. 19, 1917	Killed.	3000	Myra J. Brown, w.
480	Jasper Kinnan.	37	18	Apr. 30, 1910	Oct. 13, 1917	Killed.	1500	Florence Kinnan, w.
481	Jas. W. Rupp.	58	545	June 7, 1903	Oct. 9, 1917	Carcinoma of lung.	1500	Frances I. Rupp, w.
482	Wm. B. Johnson.	72	318	July 2, 1892	Oct. 14, 1916	Blind right eye.	1500	Self.
483	E. E. Stallings.	51	84	Dec. 1, 1907	Oct. 3, 1917	Killed.	3000	Lottie A. Stallings, w.
484	T. S. Harvey.	42	8	Apr. 22, 1904	Oct. 11, 1917	Mitral regurgitation.	4500	Sisters.
485	H. E. Ruthrauff.	55	815	Nov. 10, 1901	Oct. 13, 1917	Killed.	3000	Laura Ruthrauff, w.
486	Chas. Dennis.	54	276	May 28, 1906	Oct. 11, 1917	Killed.	1500	Jennie Dennis, w.
487	E. J. Packer.	39	244	Dec. 17, 1905	Oct. 11, 1917	Left eye removed.	1500	Self.
488	E. W. Tripp.	59	546	Feb. 18, 1890	Oct. 15, 1917	Uraemia.	1500	Emma Tripp, w.
489	H. L. Moffett.	49	315	Nov. 9, 1893	Oct. 21, 1917	Nephritis.	3000	Clara A. Moffett, w.
490	John O'Neill.	50	94	Mar. 4, 1906	Oct. 15, 1917	Cancer of throat.	3000	Kate O'Neill, w.
491	Edw. B. Clark.	34	75	Sept. 20, 1914	Oct. 13, 1917	Killed.	1500	Mary J. Clark, w.
492	R. L. Blackwell.	28	375	Sept. 10, 1917	Oct. 26, 1917	Killed.	1500	Cathe'ne Blackwell, w.
493	H. M. Robinson.	29	750	May 22, 1912	Sept. 15, 1916	Killed in war.	1500	Mrs. J. A. Tanner, n.
494	R. W. Harrison.	52	379	Jan. 24, 1891	Oct. 8, 1917	Killed.	3000	Nellie Harrison, w.
495	G. Clink.	40	734	Dec. 29, 1908	Oct. 16, 1917	Killed.	3000	Grace M. Clink, w.
496	A. C. Farrar.	54	395	Mar. 18, 1889	Oct. 26, 1917	Suicide.	1500	Genevieve Farrar, w.
497	P. H. Muma.	45	252	May 7, 1917	Oct. 26, 1917	Heart failure.	1500	Lillie M. Muma, w.
498	Jas. Mericle.	49	546	Aug. 10, 1896	Oct. 29, 1917	Apoplexy.	3000	Etta B. Mericle, w.
499	Owen Kearns.	43	415	Sept. 18, 1899	Oct. 29, 1917	Pneumonia.	3000	Nellie M. Kearns, w.
500	H. L. Green.	55	109	Mar. 19, 1901	Nov. 3, 1917	Cirrhosis of liver.	3000	Lizzie E. Green, w.
501	P. R. DeCourcy.	46	192	Jan. 4, 1898	Oct. 31, 1917	Tuberculosis.	4500	Helen DeCourcy, w.
502	Anness Cameron.	56	96	Jan. 1, 1905	Oct. 23, 1917	Killed.	1500	Emma Cameron, w.
503	Sherman E. Wright.	35	192	Jan. 16, 1910	Oct. 23, 1917	Killed.	1500	Jennie B. Wright, w.
504	D. S. Nicoll.	68	205	Oct. 18, 1892	Nov. 3, 1917	Diabetes.	1500	Daughters.
505	Edw. H. Lower.	40	590	Oct. 8, 1905	Oct. 28, 1917	Killed.	3000	Lillian J. Lower, w.
506	Ole Christopherson.	37	761	Oct. 12, 1908	Oct. 23, 1917	Lobar pneumonia.	3000	M. Christopherson, m.
507	Perry McKinley.	35	452	June 15, 1913	Nov. 2, 1917	Pulmonary tuberculosis.	1500	Marga't McKinley, w.
508	Frank M. Fox.	72	424	June 5, 1890	Oct. 26, 1917	Arterio sclerosis.	1500	Annie E. Fox, w.
509	Fred. B. Brundage.	46	695	Feb. 18, 1907	Oct. 22, 1917	Cerebral meningitis.	1500	Mary E. Brundage, w.
510	Robt. Robertson.	70	5	June 25, 1891	Oct. 16, 1917	Hemorrhage left kidney.	1500	Children.
511	E. M. Gordon.	61	303	Nov. 8, 1887	Nov. 5, 1917	Bright's disease.	3000	Nellie E. Gordon, w.
512	Chas. Hunt.	74	47	Mar. 5, 1880	Oct. 30, 1917	Hemorrhage of brain.	3000	Mrs. A. A. Dudley, s.
513	J. B. Hudson.	49	495	July 5, 1895	Nov. 7, 1917	Acute indigestion.	4500	Ellen Hudson, w.
514	E. F. Tracy.	46	712	July 22, 1907	Oct. 13, 1917	Abscess.	1500	Catherine Tracy, w.
515	H. E. FlaHavhan.	57	745	Aug. 28, 1905	Nov. 7, 1917	Cerebral hemorrhage.	1500	Kate FlaHavhan, w.
516	A. R. Good.	59	406	Feb. 15, 1901	Nov. 3, 1917	Ulcer of stomach.	1500	Lizzie C. Good, w.
517	Geo. H. Brockman.	51	766	Apr. 19, 1903	Oct. 30, 1917	Heart exhaustion.	3000	Henrie's Brockman w.
518	Wallace S. Kuser.	61	851	Feb. 27, 1898	June 3, 1916	Blind right eye.	1500	Self.
519	John Gould.	54	519	July 5, 1902	Nov. 3, 1917	Tuberculosis.	3000	Emma Gould, w.
520	W. J. Herlihy.	48	292	Oct. 10, 1891	Oct. 27, 1917	Killed.	3000	Wife and mother.
521	David Kelly.	50	169	Mar. 27, 1907	Oct. 29, 1917	Nephritis.	3000	Ella J. Kelly, w.
522	John M. Stanton.	48	405	Apr. 16, 1898	Oct. 22, 1917	Paresis.	1500	Mary Stanton, s.
523	Chas. L. Upham.	55	61	Jan. 23, 1911	Oct. 1, 1917	Cerebral hemorrhage.	1500	Nettie M. Upham, w.
524	G. B. Kay.	64	730	Mar. 23, 1891	Nov. 8, 1917	Myocarditis.	1500	Laura Kay, w.
525	Edw. H. Cummings.	35	103	Mar. 12, 1910	Oct. 18, 1917	Killed.	1500	Eliz'th Cummings, w.
526	Geo. W. Ehle.	55	14	July 5, 1903	Aug. 17, 1917	Acute dilatation heart.	1500	Harry W. Ehle, s.
527	W. C. McKenzie.	57	238	July 22, 1899	Aug. 28, 1917	Killed.	1500	Kate McKenzie, w.
528	T. J. Pullin.	58	368	June 3, 1900	Nov. 7, 1917	Killed.	3000	Wife and children.
529	Geo. S. Dillon.	54	10	Dec. 10, 1899	July 28, 1917	Hemorrhage.	1500	Gertrude L. Wade, s.

No. of Asst.	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
530	T. J. Fleisher.....	50	761	Dec. 12, 1909	Oct. 9, 1917	Left leg amputated..	\$1500	Self.
531	W. J. Kelley.....	41	784	Aug. 11, 1913	Oct. 9, 1917	Peritonitis.....	1500	John McGinnis, c.
532	E. L. Reese.....	29	840	Jan. 25, 1914	Oct. 9, 1917	Typhoid fever.....	1500	Caroline Reese, m.
533	Jas. C. Armstrong.....	73	69	June 29, 1888	Oct. 15, 1917	Carcinoma of bladder	3000	Wife and children.
534	John H. Shaw.....	57	7	June 2, 1894	Oct. 15, 1917	.....	1500	Daughter and son.
535	Robt. W. Martin.....	57	198	July 5, 1903	Oct. 17, 1917	Bright's disease.....	1500	Wife and children.
536	Frank Lamond.....	72	317	July 17, 1881	Oct. 21, 1917	Killed.....	3000	Medera N. Lamond.
537	H. L. Morehouse.....	82	466	Oct. 27, 1870	Oct. 22, 1917	Cerebral hemorrhage	3000	Helen Morehouse, w.
538	M. W. Campbell.....	65	182	Feb. 28, 1901	Oct. 24, 1917	Nephritis.....	1500	Wife and children.
539	J. R. Oliver.....	62	362	Sept. 19, 1901	Oct. 25, 1917	Killed.....	3000	Clara Oliver, w.
540	Thos. Burr.....	77	188	Dec. 23, 1880	Oct. 28, 1917	Myocarditis.....	3000	Wm. R. Burr, s.
541	John H. Baxter.....	41	519	Sept. 24, 1910	Oct. 29, 1917	Lobar pneumonia.....	1500	Margaret Baxter, m.
542	J. M. Silcott.....	81	78	Dec. 18, 1880	Oct. 30, 1917	Senility.....	3000	Mrs. L. A. Silcott, w.
543	L. P. Durand.....	58	798	Feb. 28, 1890	Nov. 1, 1917	Nephritis.....	1500	Della P. Durand, w.
544	Jas. Savage.....	63	6-9	May 20, 1904	Nov. 2, 1917	Cancer of liver.....	750	Jennie Savage, w.
545	Isaac Bauchman.....	64	662	June 1, 1902	Nov. 2, 1917	Diabetic gangrene.....	1500	Lena Bauchman, w.
546	R. D. Smyer.....	60	85	Sept. 21, 1892	Nov. 4, 1917	Killed.....	3000	Mary C. Smyer, w.
547	Chas. S. Phillips.....	48	580	Sept. 21, 1908	Nov. 4, 1917	Killed.....	1500	Lillie Phillips, w.
548	Albert Wagner.....	81	428	Nov. 20, 1874	Nov. 5, 1917	Nephritis.....	3000	Frances Gabler, d.
549	Wm. G. Giles.....	31	2-0	Dec. 30, 1916	Nov. 7, 1917	Left eye removed.....	1500	Self.
550	Edw. Sweeney.....	60	438	May 7, 1891	Nov. 7, 1917	Aortic heart disease.	3000	Mary Sweeney, w.
551	Frank A. Hall.....	53	330	June 12, 1910	Nov. 8, 1917	Heart disease.....	1500	Lucy Hall, w.
552	Jas. Sheridan.....	53	286	Apr. 19, 1897	Nov. 9, 1917	Neuritis.....	1500	Mary Sheridan, w.
553	A. V. Ennis.....	53	419	Jan. 12, 1903	Nov. 9, 1917	Nephritis.....	1500	Elizabeth Ennis, w.
554	Wm. Morrow.....	73	534	Feb. 1, 1880	Nov. 11, 1917	Mitral regurgitation.	3000	Julia Morrow, w.
555	D. S. Thompson.....	58	792	June 16, 1907	Nov. 13, 1917	Mitral regurgitation.	1500	Marg't Thompson, w.
556	Jas. Norman.....	53	250	May 16, 1896	Nov. 15, 1917	Cancer lower lip & tht	3000	Sarah K. Norman, w.

Total number of death claims 78 } 83  
 Total number of disability claims 5 }

Total amount of claims, \$181,500.00

### NOTICE TO INDEMNITY POLICYHOLDERS.

The First Quarterly Premium for 1918 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 31st of December, 1917. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

### Financial Statement

CLEVELAND, O., Nov. 1, 1917.

MORTUARY FUND FOR OCTOBER			
Balance on hand October 1, 1917.....		\$255,662 29	
Received by assessments Nos. 330-34 and back assessments.....	\$204,882 44		
Received from members carried by the Association.....	2,938 10		
Interest.....	796 08		
	\$208,616 62	\$208,616 62	
Total.....		\$464,278 91	
Paid in claims.....		109,760 05	
Balance on hand October 31.....		\$354,518 86	
SPECIAL MORTUARY FUND FOR OCTOBER			
Balance on hand October 1.....		\$839,719 86	
Received in October.....	\$ 23,615 98		
Interest.....	562 50		
	\$ 24,178 48	\$24,178 48	
Total.....		\$863,898 34	
Paid for Liberty Bonds.....		\$ 3,750 00	
Balance on hand October 31.....		\$860,148 34	
EXPENSE FUND FOR OCTOBER			
Balance on hand October 1.....		\$104,424 17	
Received from fees.....	\$ 874 57		
Received from 2 per cent.....	4,723 22		
	\$ 5,097 79	5,097 79	
Total.....		\$109,521 96	
Expenses for October.....		5,065 09	
Balance on hand October 31.....		\$108,456 87	

## Statement of Membership

FOR OCTOBER, 1917

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership Sept. 30, 1917.....	1,464	44,192	120	20,029	5	4,576
Applications and reinstatements received during the month.....	..	388	..	106	..	24
<b>Totals</b> .....	<b>1,464</b>	<b>44,580</b>	<b>120</b>	<b>20,134</b>	<b>5</b>	<b>4,600</b>
From which deduct certificates terminated by death, accident, or otherwise.....	6	132	..	40	..	9
<b>Total membership Oct. 31, 1917</b> .....	<b>1,458</b>	<b>44,448</b>	<b>120</b>	<b>20,094</b>	<b>5</b>	<b>4,591</b>
<b>Grand total</b> .....						<b>70,716</b>

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

Mary Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Monclova, Coah. Mexico, amount due \$1500.00.

Mary E. Beane, wife of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1,328.43.

Mrs. J. A. Tanner, niece of our late Brother H. M. Robinson, of Div. No. 750, Lethbridge, Alberta, Canada, amount due \$1,500.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## NOTICE

In order that we may complete our files, if any of our members have copies of our By-Laws published in 1864, 1865, 1866, 1867, 1869, 1870, 1871, 1872, 1874, 1878, 1879, 1881, 1883, 1886 we would like to purchase them.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

## CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

## OLD ADDRESS.

Postoffice.....State.....

☒ Be Sure and Give Old Address and Division Number.

If holding office in Division give title.



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—By the *Fragrance*—the appealing fragrance of nuts roasting over the coals. How that gets you! How your mouth waters for a hot one! Just so does the whiff of a fine tobacco appeal to you through your sense of *pure fragrance*—"Your Nose Knows."

No tobacco compares in *pure fragrance* with

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It is an expert blending of tender, ripe Burley, the most fragrant leaves of the tobacco plant, grown in the sunny Blue Grass section of Old Kentucky—it is *pure fragrance* itself—and "Your Nose Knows."

Try this Test:—Rub a little Tuxedo briskly in the palm of your hand to bring out its full aroma. Then smell it deep—its delicious, *pure fragrance* will convince you. Try this test with any other tobacco and we will let Tuxedo stand or fall on your judgment—

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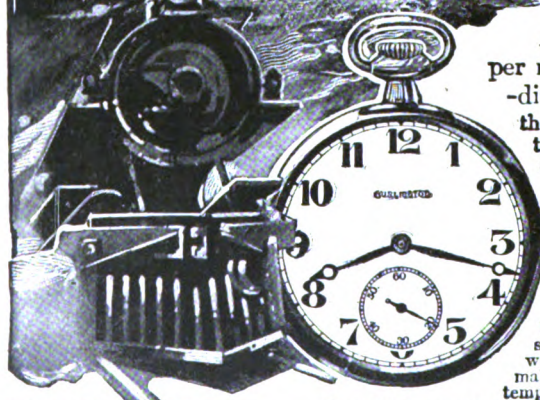


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